

POSTAL SYSTEMS OF THE UNITED STATES
ARMED FORCES—VIETNAM AND THAILAND

COMMITTEE ON POST OFFICE AND
CIVIL SERVICE

HOUSE OF REPRESENTATIVES

EIGHTY-NINTH CONGRESS

SECOND SESSION



OCTOBER 6, 1966.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

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WASHINGTON : 1966

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LETTER OF TRANSMITTAL

HOUSE OF REPRESENTATIVES,
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C., October 6, 1966.

HON. JOHN W. McCORMACK,
Speaker, House of Representatives,
Washington, D.C.

DEAR MR. SPEAKER: At the direction of the Committee on Post Office and Civil Service, House of Representatives, I am transmitting herewith the report of the Honorable Paul J. Krebs on an investigation and on-site inspection of the postal system for handling mail to servicemen in Vietnam and Thailand.

It is requested that this report be printed as a House report.

Sincerely yours,

TOM MURRAY, *Chairman.*

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE

IN RESPONSE TO A RESOLUTION OF THE HOUSE OF REPRESENTATIVES, PASSED MAY 1, 1890, RELATIVE TO THE LANDS BELONGING TO THE UNITED STATES.

PRESENTED TO THE HOUSE OF REPRESENTATIVES, IN SENATE REPORT NO. 100, FEBRUARY 1, 1891.

BY JOHN W. COOPER, COMMISSIONER OF THE GENERAL LAND OFFICE.

WASHINGTON: GOVERNMENT PRINTING OFFICE: 1891.

LETTER OF SUBMITTAL

WASHINGTON, D.C., *October 5, 1966.*

HON. TOM MURRAY,
*Chairman, Committee on Post Office and Civil Service,
House of Representatives, Washington, D.C.*

DEAR MR. CHAIRMAN: As a member of the Subcommittee on Postal Facilities and Modernization, I respectfully submit the following report on my recent investigation and on-site inspection conducted of the postal systems of the U.S. Armed Forces for delivering mail to servicemen in Vietnam and Thailand.

This report includes a review of the postal concentration center, San Francisco, starting on page 4, the postal services for the Armed Forces in the Pacific area, starting on page 9, and my recommendations, starting on page 24.

Sincerely yours,

PAUL J. KREBS,
Member of Congress.

LETTER OF SUBMITTAL

Washington, D.C., October 5, 1968

Dear Mr. Chairman, I am writing to you as a member of the Subcommittee on Postal Facilities and Modernization. I respectfully submit the following report on my recent investigation and on-site inspection conducted of the postal system of the U.S. Armed Forces for delivery mail to servicemen in Vietnam and Thailand. This report includes a review of the postal communication center and facilities starting on page 4, the postal services for the Armed Forces in the Pacific area, starting on page 9, and my recommendations for starting on page 24.

Sincerely yours,

Paul J. Hynes,
Member of Congress

Union Calendar No. 976

89TH CONGRESS <i>2d Session</i>	}	HOUSE OF REPRESENTATIVES	}	REPORT No. 2198
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POSTAL SYSTEMS OF THE UNITED STATES ARMED FORCES—VIETNAM AND THAILAND

OCTOBER 6, 1966.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed

Mr. MURRAY, from the Committee on Post Office and Civil Service,
submitted the following

R E P O R T

UNITED STATES OF AMERICA

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

WYOMING
COUNTY OF LINCOLN

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RANGE 10 EAST

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POSTAL SYSTEMS OF THE U.S. ARMED FORCES—VIETNAM AND THAILAND

INTRODUCTION

Representative Paul J. Krebs, a member of the Subcommittee on Postal Facilities and Modernization, at the request of Representative Tom Murray, chairman, Committee on Post Office and Civil Service, U.S. House of Representatives, and with the approval of the Secretary of Defense, made an on-site inspection of the U.S. mail service to members of the Armed Forces in the Far East.

All travel was arranged by the Department of Defense. Representative Krebs was accompanied by Col. Winchester Kelso, Jr., Department of the Army, Escort Officer; and Paul R. Andrews, Assistant to the Chief Inspector, Post Office Department.

The inspection trip was prompted by the tremendous volume of correspondence received by the committee and by Members of Congress from parents and friends of servicemen in the Far East, relating to the high postal rates required to be paid for shipping parcels to servicemen, the delays in delivery, and in many cases the nondelivery of mail.

The trip was carried out as a part of the legislative oversight responsibility of the Post Office and Civil Service Committee over the U.S. postal service, with particular reference to how well the operations of the Far East postal systems of the Armed Forces have been geared to expedite the delivery of mail following enactment of Public Law 89-315, approved November 1, 1965, which was initiated by the Post Office and Civil Service Committee.

During the period August 25 to September 6, 1966, Representative Krebs and his party visited officials and Armed Forces postal facilities at the Postal Concentration Center, San Francisco, Calif., Honolulu, Hawaii, several installations under the U.S. Military Assistance Command, Vietnam, and Hong Kong.

The party also visited with country officials of the postal system in Tokyo, Japan.

In 1965, the committee conducted an extensive on-site study of the three major U.S. Armed Forces postal facilities in Europe. The results of that study are included in House Report No. 1226 of the 89th Congress entitled, "Postal Systems of U.S. Armed Forces and Certain Countries in Europe."

That report contains five basic recommendations, one of which is, "that legislation be enacted requiring that mail addressed to or sent by servicemen overseas be transported by the fastest means of transportation available, which generally would be air transportation."

During the 1st session of the 89th Congress, the committee was instrumental in processing Public Law 89-315, which requires first-class letter mail to be carried as airmail at no cost to the sender when

mailed by a member of the armed services in a combat area. This law also requires that parcels not exceeding 5 pounds, addressed to or mailed by servicemen in combat areas, be transported by air between the United States and the combat areas.

Legislation (H.R. 13448) was considered by our committee and, as passed by the House, would require several items of mail to be transported by air between armed services post offices overseas or between Armed Forces overseas and the United States. The categories of mail involved are—

- (1) First-class letter mail;
- (2) Sound recorded communications;
- (3) Second-class publications of current news interest; and
- (4) Parcels not exceeding 5 pounds in weight and 60 inches in length and girth combined.

Accordingly, one of the recommendations included in this report is intended to reemphasize the need for airlift of all mail to servicemen in the Pacific area.

Table A shows the transportation time from the postal concentration center at San Francisco to various points of destination in the Pacific. There must be added to the 18 to 25 days for surface transportation time to Vietnam, several additional days incurred due to harbor waiting time because of the inadequate port facilities in Saigon. *In some cases, the surface transportation time exceeds 50 days to Saigon.*

Such a period of time definitely highlights the need for enactment of legislation to fulfill the recommendation made by our committee last year, and reemphasized in this report, so as to permit transportation by air of all mail addressed to or mailed by our servicemen in the Far East.

TABLE A.—Transportation time from postal concentration center, San Francisco

Country	Air (weekly)		Surface (monthly)	
	Number of flights	Airmail	Frequency	Surface
		Hours		Days
Bangkok.....	7	39	4-5	22-25
Guam.....	11	30	3-4	14-20
Japan.....	28	31	9-10	11-13
Korea.....	7	35	5-6	18-21
Okinawa.....	14	36	6-7	15-20
Philippines.....	4	34	6-7	17-20
Taiwan.....	14	37	6-7	16-20
Vietnam.....			13-14	18-25
Saigon.....	19	37	6-7	-----
Cam Ranh Bay.....			2-3	-----
Da Nang.....			5-6	-----

NOTE.—Surface transit times will depend upon routing direct or via other ports.

The military personnel assigned to the postal elements of the Armed Forces in the Pacific area are to be congratulated for the outstanding job they are doing in delivering the mail to the serviceman regardless of whether he is on the frontline, on temporary duty for rest and recreation, or assigned to a support area. The facts are that the guiding mission for the delivery of the mail is being accomplished in a commendable manner, sometimes under almost insurmountable difficulties. That mission is spelled out in the following message issued by Gen. W. C. Westmoreland, commander, U.S. Military Assistance Command, Vietnam, to all commanding officers under his command—

Make the welfare of your men your primary concern with special attention to mess, mail, and medical care.

Summaries of the review of the postal services of the Armed Forces for delivery mail to servicemen in Vietnam and Thailand, and recommendations relating thereto, are included in this report.

The term "APO" is used in this report as having the broadest possible application so as to include, in many cases, all military post offices.

POSTAL CONCENTRATION CENTER, SAN FRANCISCO, POST OFFICE DEPARTMENT

The handling of military mail, especially for Vietnam, is one of the major tasks of the San Francisco Post Office. The postal concentration center is a postal station of the San Francisco Post Office.

The General Services Administration made available for the postal concentration center a large, well-constructed building close to both of San Francisco's major downtown mail handling facilities—the Rincon Annex and the Ferry Annex. The Ferry Annex was handling the foreign and military mails.

These two facilities were operating at full capacity and San Francisco's third major mail handling facility, the airmail facility, was overcrowded. Consequently, the new building permitted the military mail handling to be moved from the Ferry Annex, thereby releasing 60,000 square feet of floorspace and relieving the congestion in the truck loading operations.

The postal concentration center sorts the mail to units in accordance with information received from military authorities. The sorting is usually to basic organizations such as battle groups, battalions, squadrons, or separate companies. The postal concentration center pouches or sacks the mail and labels it to the serving APO, or to the fleet post office in the case of Navy mail. Mail is pouched or sacked according to its priority of transportation, air or surface.

It has been found that the only way to control the number of military mail destinations outside the continental limits of the United States is through postal concentration centers at major overseas transportation gateways.

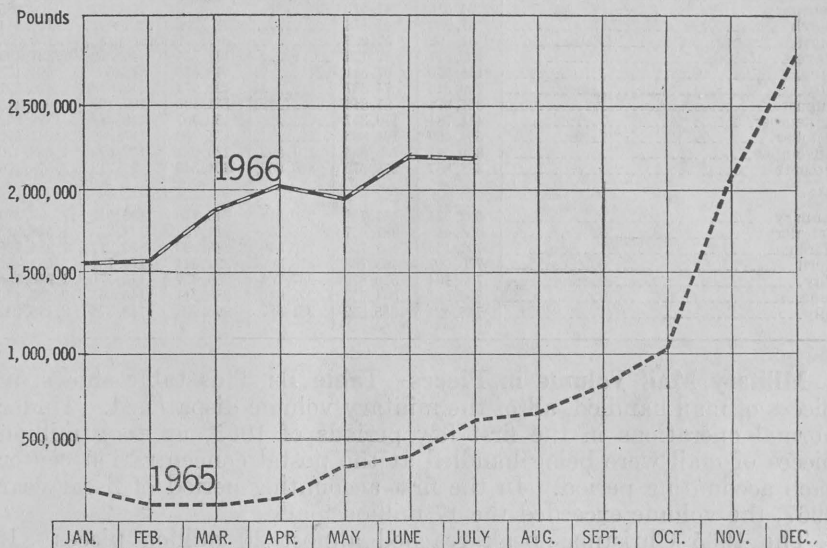
A "locator" facility is available at each postal concentration center where mails are made up and dispatched. The "locator" operation maintains a current address of each designated postal receiving unit. Mails are dispatched as to the location of an individual unit. Although many Army and Air Force units are stationary, a large number of units continually move from location to location. Navy ships, which are continually on the move, require the largest number of changes of destination.

The turn of events in Vietnam during the 12 months following July 1965, have been reflected in the mail volumes flowing to or from all parts of the United States and Pacific Ocean areas. So great has been the increase that only sound advanced planning, coupled with top support from the Bureau of Operations, Post Office Department, has helped secure the needed space and the equipment that enabled the postal concentration centers to compete with the continually increasing flood of mail.

Postal Concentration Center Airmail Volume—Table B: In 1965, the volume at the postal concentration center began to build up with the troop buildup in Vietnam. The 1966 figures show that the volume has more than tripled. During the period January to June 1965, the airmail volume averaged roughly a half million pounds per month.

From that time on, it grew very rapidly. At Christmastime, it was nearly 3 million pounds per month. January 1966, started with a little over 1½ million pounds per month and has climbed to over 2¼ million pounds per month at the present time. These statistics are shown in table B.

TABLE B.—Airmail volume—Postal concentration center



Pounds of Mail Transported by Air to Saigon and Manila—Table C: This table shows actual pounds of mail carried by air, broken down in categories, to the Far Pacific. The three broad categories are "airmail," "MOM" (military ordinary mail), and "Cookie," the 5-pound gift package mail which is carried by air to the servicemen in Vietnam pursuant to Public Law 89-315.

In the first few months of 1965, the postal concentration center was dispatching under 80,000 pounds of airmail per month to Saigon. The volume climbed through July of 1966 to the point where dispatches now are around 800,000 pounds per month. The "MOM" mail to Saigon grew from under 60,000 pounds in 1965 to over 650,000 pounds per month. The "Cookie" mail, which started in November of 1965, now runs to about 300,000 pounds per month.

Most of the military mail to Saigon is for the Army, Air Force, and the Marine Corps. The airmail through Manila is largely for the Navy and military forces in Japan and Korea. The airmail to Manila climbed from 83,000 pounds per month to nearly 300,000 pounds per month in July 1966. The "MOM" airmail to Manila, which was under 50,000 pounds in June 1965, climbed to nearly 150,000 pounds in July 1966.

The total pounds of mail transported by air to the Far Pacific, which includes Saigon and Manila shipments, roughly under 150,000 pounds per month in early 1965, has risen to over 2 million pounds per month.

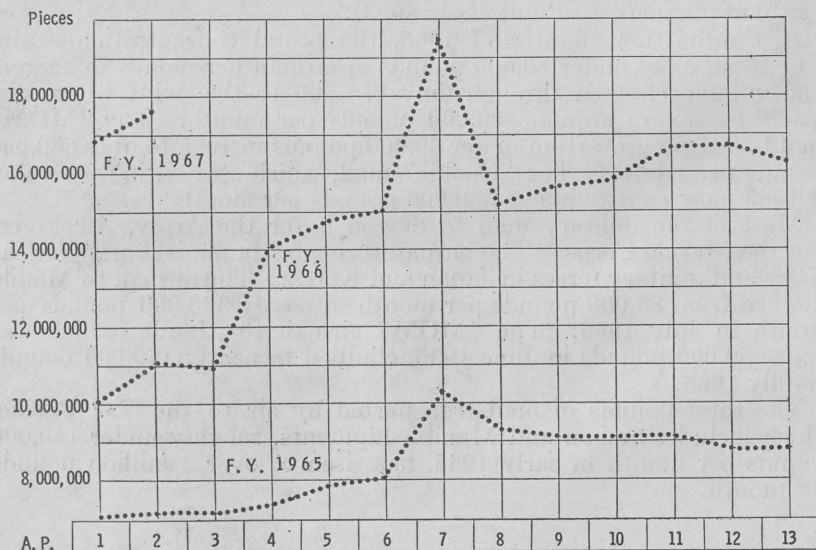
TABLE C.—Pounds of mail transported by air to the Far Pacific

	Saigon			Manila		Total
	Airmail	MOM	Cookies	Airmail	MOM	
1965						
January	58,988	35,631		83,363	30,256	208,238
February	64,515	41,570				106,085
March	67,966	41,178				109,144
April	81,762	57,293				139,055
May	102,611	57,126		131,754	46,008	337,499
June	145,570	67,511		148,570	42,502	404,153
July	209,318	74,337		193,974	148,698	626,327
August	307,674	81,846		154,490	109,103	653,113
September	441,784	119,357		150,367	118,354	829,862
October	554,450	191,895		178,209	117,036	1,041,590
November	850,541	253,586	101,592	223,081	139,679	1,568,479
December	1,388,887	278,672	806,562	304,343	99,712	2,878,176
1966						
January	592,374	351,799	210,548	245,846	133,012	1,533,579
February	604,448	381,627	196,159	241,756	124,223	1,548,213
March	721,133	508,756	210,949	285,893	159,977	1,886,708
April	770,007	465,768	318,360	292,544	174,781	2,021,460
May	703,164	550,879	287,766	258,377	140,570	1,940,756
June	834,501	664,753	273,840	285,311	145,065	2,203,470
July	788,524	655,652	301,587	293,904	148,374	2,188,041

Military Mail Volume in Pieces—Table D: This table shows, in pieces of mail handled, all of the military volume dispatched. Under normal operations in the first few periods of 1965, up to 8 million pieces of mail were being handled at the postal concentration center each accounting period. In the first accounting period of fiscal year 1967, the volume exceeded the 17 million mark.

The 1965 Christmas peak reached almost 20 million pieces. If there is no further expansion of military personnel before Christmas 1966, the postal concentration center expects to handle an increase of 8 to 10 million pieces of mail in accounting period 7 over what was handled in 1965.

TABLE D.—Military mail volume—Postal concentration center



Expansion of Distribution Pattern—Table E: Most of the problems that arise in space utilization are caused by the expansion of the distribution requirements.

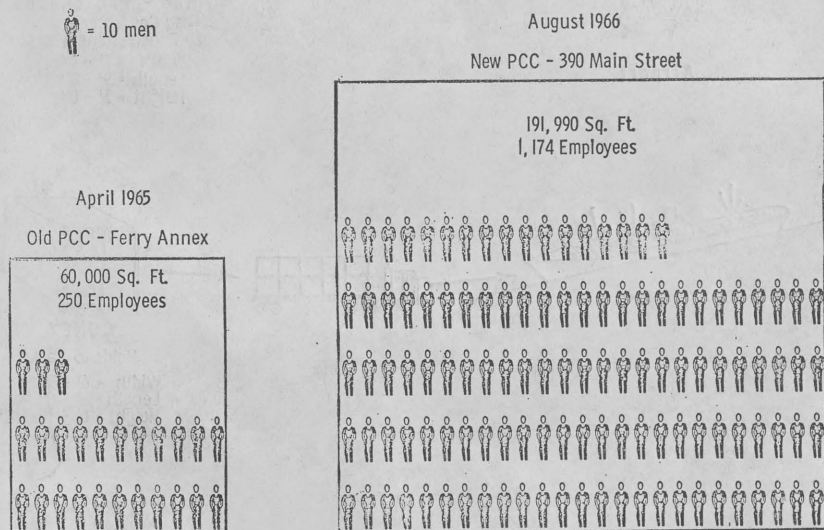
In the military services, the increase in manpower, except in very small numbers, means an increase in individual units. Since distribution of the mail is to individual units, it is necessary to continue expanding the number of separations in the various distribution cases and racks. Table E shows the increase in the APO distribution operations. The APO letter separations increased from 1,232 in December 1965, to 2,548 in August 1966, an increase of 106.8 percent. The number of separations in December 1965 had increased considerably over what they were before the escalation of manpower in Vietnam. The APO sack separations increased from 212 in December 1965 to 630 in August 1966, an increase of 197.2 percent.

TABLE E.—*Expansion of distribution pattern—Postal concentration center, San Francisco*

	December 1965	August 1966	Percent increase
APO letter separations.....	1,232	2,548	106.8
APO sack separations.....	212	630	197.2

Facility and Manpower Expansion—Table F: This table shows the size and manpower usage as of April 1965, when the postal concentration center was at the Ferry Annex, which then had 60,000 square feet of working space and 250 employees. In August 1966, the postal concentration center had approximately 192,000 square feet of working space and 1,174 employees.

TABLE F.—*Facility and manpower expansion*



Container Usage—Table G: The two principal containers used are the Igloo and the Conex. A third container, highly undesirable, is a furniture crate used by the Navy. This is a temporary situation and the Navy expects to secure a sufficient number of Conexes as soon as possible.

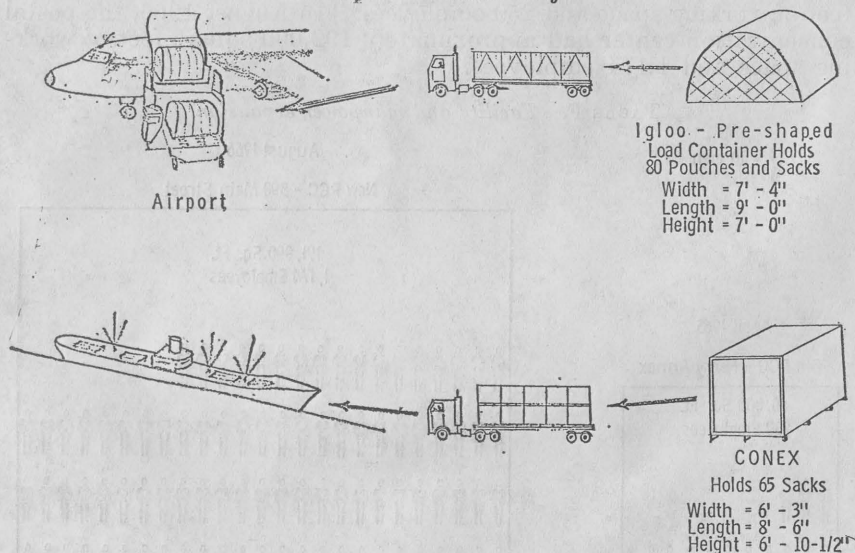
The Igloo is the property of Pan American Airlines. It is made of a metal base with a Fiberglas upper structure. It is shaped to fit the general Pan American Airlines cargo carriers and holds 80 pouches or sacks. The dimensions of the Igloo are: width, 7 feet, 4 inches; length, 9 feet; height, 7 feet. The Igloos are loaded at the postal concentration center by forklift onto a specially designed truck with rollers. The Igloos are delivered directly to planeside, thereby bypassing the overcrowded dispatch section of the airport mail facility.

In July the postal concentration center loaded 59 Igloos with air-mail and 56 with "cookie" mail, a total of 115.

The Conex is used mostly for the shipment of Army and Air Force mail. Some are used for Navy and Marine mail. These are large metal boxes, having the dimensions as follows: Width, 6 feet, 3 inches; length, 8 feet, 6 inches; height, 6 feet, 10½ inches. A Conex holds approximately 65 sacks or pouches. They are loaded at the postal concentration center by forklift on flatbed trucks and transported to shipside or a designated holding area for ship transportation.

In July 1966 a total of 220 Conexes were used, of which 123 contained Army mail to Vietnam, and 27 contained fleet mail to Vietnam.

TABLE G.—Container usage



POSTAL SERVICE FOR THE ARMED FORCES

Postal service for all branches of the Armed Forces is provided jointly by the Post Office Department and the Department of Defense under the terms of a formal agreement signed by the Postmaster General and the Secretary of Defense which sets forth the responsibilities of each Department. Military postal service constitutes a primary and vital means for the transmission of official communications and material of the military departments, and personal mail to and from members of the Armed Forces.

Military postal operations complement those of the U.S. Post Office Department for the purpose of providing military postal service at locations where the U.S. civil postal service does not have authority to operate, or where the military considerations require. Military departments conduct postal operations in conformity with regulations and policies of the Post Office Department and directives of the Department of Defense.

Offices are designated in the Department of Defense and the Post Office Department to collaborate in developing military postal policy, to coordinate its execution, and to examine postal matters of inter-departmental concern.

SOUTHEAST ASIA

The Commander in Chief of the Pacific Air Forces has been delegated the responsibility for providing joint postal service for the Army and Air Force elements of the Pacific Command. This delegated responsibility includes the functions of the Unified Commander, the Commander in Chief Pacific.

The Commander in Chief, U.S. Army Pacific and the Commander in Chief, Pacific Air Forces are responsible for postal support in areas in which they have predominate interest.

The Commanding General, U.S. Army Vietnam and the Commander, 9th Air Postal Squadron (a PACAF organization) are responsible for in-country postal support, operating under the technical and operational guidance of the Commanders in Chief of the Army and Air Forces, Pacific.

The total responsibility encompasses southeast Asia.

Airlifted mail for Vietnam is received at two aerial mail terminals, Saigon and Da Nang. Construction will start shortly on another aerial mail terminal at Cam Ranh Airbase.

Surface mail is received through three port facilities, Saigon, Da Nang, and Cam Ranh Bay.

The Army and Air Force postal facilities in Vietnam support all U.S. and allied forces. Navy and Marines are supported through in-country aerial mail terminals.

The military departments are responsible for arranging with the foreign governments to permit the establishment of military post offices within the foreign countries. This is usually done through the State Department. After this permission is obtained for the operation of an APO, Headquarters, Army and Air Force Postal Service, requests the Post Office Department to establish, under authority of 39 U.S.C. 705(d), a specific APO by number; for example, APO 53931, with four

money order units as a branch of San Francisco. On establishment of the APO, say in Vietnam, the military postal finance officer for Headquarters, Pacific Command, who has been furnished stamps and money order forms by the postmaster at San Francisco, will extend the necessary postal effects and supplies for operation of the APO.

The operation of APO's is conducted by military personnel selected by the command and officially designated by the Post Office Department. Upon designation as military postal clerks or assistant military postal clerks, they are authorized to perform postal finance functions and other postal duties.

The transportation of military mail between the United States and oversea areas is the financial responsibility of the military departments. With respect to surface transportation, the military departments make arrangements with the steamship lines and pay the charges direct to the lines. The post office at San Francisco is notified by the Army of the name of the ship and departing time and moves the mail to shipside. The military departments make payments direct to the shipping companies for surface transportation costs. For air transportation, the post office arranges for the movement of the mail and pays the charges to the airlines, for which the Post Office Department receives reimbursement by submission of vouchers to the Military Airlift Command.

VIETNAM AND THAILAND

Mission and responsibilities

The mission of the U.S. military postal system in Vietnam is to provide complete postal service to members of the Armed Forces of the United States and other persons entitled to military postal privileges.

Until March of this year, the U.S. Air Force bore sole responsibility for operating the postal system. However, as the Army presence expanded from an advisory effort to a full-scale troop commitment, the system shifted from a single manager to a predominate user concept. Under this concept each service provides postal support in those areas where it has the majority of forces. By mutual agreement with the other services, the Air Force retained responsibility for operating those activities which were of mutual benefit to all services. These activities include: An area postal directory, two aerial mail terminals, and the APO serving the Saigon/Cholon area.

Organization

The military departments require that each joint, component, and subordinate command appoint a staff postal officer or director of postal operations. Staff postal officers are located at Headquarters MACV, 7th Air Force, U.S. Army Vietnam (USARV), Naval Forces Vietnam (NAVFORV) and the 3d Marine Amphibious Force (III MAF). These staff postal officers provide management supervision and technical guidance to all postal activities in their respective commands.

The postal elements which actually operate the system are organized differently among the services. Each service organizes its postal activities to fit its unique requirements.

For example, within U.S. Army Vietnam, APO's are organic to each division and separate brigade. Nondivisional support units and other organizations receive service on an area basis from APO's

operated by Army postal units. Presently USARV uses 18 mail address only APO's and 14 operational APO's. The operational APO's provide retail postal service through 78 postal finance units.

Pacific Air Forces provides postal service through air postal squadrons which blanket an entire command. The 9th Air Postal Squadron is delegated this responsibility in Vietnam. It operates air post offices on airbases in addition to the previously mentioned area postal directory and aerial mail terminals. Presently the 9th Air Postal Squadron operates 11 operational APO's, 9 mail address only APO's and 42 postal financial units. These units are not postal activities per se. However, they move mail via the southeast Asia airlift system; therefore, they are an integral part of the mail distribution system within Vietnam.

Functions

Although the component postal elements differ in organization, they all perform three common functions: Mail delivery and dispatch functions, postal financial sales functions, and postal locator and directory functions.

Incoming airmail is processed as follows:

The commercial carrier delivers incoming mail to the Saigon Aerial Mail Terminal, which is tremendously overburdened because commercial air carriers are not permitted to land at other airports in Vietnam.

The Saigon Aerial Mail Terminal segregates mail in bulk by APO number, delivers mail for local APO's to APO personnel, and delivers mail for outlying APO's to the 8th Aerial Port Squadron for airlift to destination.

The APO segregates mail by unit and surrenders it to the unit mail clerk who makes appropriate delivery.

The San Francisco Postal Concentration Center dispatches all surface mail for Vietnam to surface ports in Saigon, Cam Ranh Bay, and Da Nang. These ports deliver surface mail to aerial mail terminals for onward movement. Once surface mail is in military postal channels it follows the same flow as airmail.

Outgoing surface mail and airmail follow a reciprocal course to incoming mail.

Naval activities ashore receive their mail through Army and Air Force APO's; 7th Fleet ships operating off the Vietnamese coast receive their mail from Subic Bay, Philippines. Navy aircraft fly mail destined for 7th Fleet ships from Subic Bay to a fleet aircraft carrier. The carrier transfers mail for the fleet to a replenishment craft whereby deliveries are made to ships in the area. Mail deliveries are made, on the average, once every 5 days.

Postal financial operations include money order sales and redemption; stamp sales; parcel post service; and registry, insured and certified mail services. U.S. postal money orders are especially important here. Along with allotments, they serve as a primary means for transmitting funds. Moreover, many servicemen use postal money orders as "hip pocket banks." In July 1966, military postal activities in Vietnam sold over \$16 million worth of money orders. The increase in money order sales since last September is considerable. This, of course, roughly parallels the troop expansion which started last August. Since September 1965, U.S. military troop strength has more than doubled. A similar upswing in stamp sales has occurred during the same period.

Undeliverable mail, as addressed, presents a challenge in any postal system. The relatively static location of civilian post offices grouped conveniently with population trends lessens the impact of delivery. But military addressees present a unique challenge. Such influencing factors as—rapid and abrupt troop movements, widely dispersed commands, units with similar designations, and simple human error—tax the resourcefulness of every person involved in postal operations. To minimize the effects of these various influencing factors, each man is required, when he arrives in, transfers within, or leaves South Vietnam proper, to prepare and submit locator cards as follows:

One card to the old unit of address.

One card to the new unit of address.

One card to the serving APO.

One card to the area postal directory.

Each person is encouraged to send cards to his correspondents and publishers.

When a letter or parcel cannot be delivered, as addressed, at unit level:

(a) The unit mail clerk checks the addressee against his locator file; if he has a forwarding address, he sends the letter or parcel to the addressee. If he has no record of the addressee the unit mail clerk indorses the letter or parcel "no record" and returns it to the serving APO.

(b) The directory clerk at the serving APO checks the name against his file. If he has no record of the addressee, the APO directory clerk forwards the letter or parcel to the area postal directory.

(c) A locator clerk at the area postal directory checks the addressee's name against his file. If there is no record, the locator clerk places the letter or parcel in the hold case for 3 days. After 3 days the locator file is checked again. This procedure is repeated for 30 days. If at the end of 30 days, there is still no record of the addressee, the area postal directory returns the letter or parcel to sender.

Operations

The Army and Air Force postal service operates a total of 65 APO's in Thailand and Vietnam. Table H reflects the number of APO's operated in each country. These APO's are staffed in the field by 595 personnel of the Army and Air Force postal service who provide postal service to over 314,000 servicemen and civilians. Table I provides a comparative analysis of the population served by Army and Air Force postal service personnel as of the end of fiscal years 1965 and 1966. Financial transactions, including money order transactions and stamp sales for the fiscal years ended June 30, 1965 and 1966 totaled \$27,680,100 and \$142,651,673, respectively. Table J reflects an analysis of these transactions.

TABLE H.—Army and Air Force postal service, active APO's

Country	Army	Air Force	Aggregate
Thailand.....	3	13	16
Vietnam.....	35	20	55
Total.....	38	33	71

TABLE I.—*Army and Air Force postal service personnel assigned and population served*

Country	Fiscal year ended June 30, 1965				Fiscal year ended June 30, 1966				Increase over fiscal year 1965			
	Postal personnel assigned	Population served			Postal personnel assigned	Population served			Postal personnel assigned	Population served		
		Military	Civilian ¹	Total		Military	Civilian ¹	Total		Military	Civilian ¹	Total
Thailand.....	30	12,634	3,962	16,596	47	24,565	5,333	29,898	17	11,931	1,371	13,302
Vietnam.....	92	64,525	2,475	67,000	548	276,001	8,249	284,250	456	211,476	5,774	217,250
Total.....	122	77,159	6,437	83,596	595	300,566	13,582	314,148	473	223,407	7,145	230,552

¹ Includes dependents (Thailand), Government employees, accredited technicians, Red Cross and USO representatives, and employees of defense contractors.

TABLE J.—*Army and Air Force postal service financial transactions, fiscal years ended June 30, 1965, and June 30, 1966*

	Thailand			Vietnam			Aggregate		
	Army	Air Force	Total	Army	Air Force	Total	Army	Air Force	Total
Stamp sales:									
Fiscal year 1965	\$123,722	\$341,903	\$465,625		\$2,109,426	\$2,109,426	\$123,722	\$2,451,329	\$2,575,051
Fiscal year 1966	218,687	706,895	925,532	\$902,660	1,720,804	2,623,464	1,121,347	2,427,699	3,549,046
Increase over fiscal year 1965	94,965	364,992	459,957	902,660	388,622	514,038	997,625	23,630	973,995
Value of money orders issued:									
Fiscal year 1965	1,927,394	2,318,019	4,245,413		19,548,700	19,548,700	1,927,394	21,866,719	23,794,113
Fiscal year 1966	5,017,218	7,812,882	12,330,100	44,810,404	76,271,042	121,081,446	49,827,622	83,583,924	133,411,546
Increase over fiscal year 1965	3,089,824	4,994,863	8,034,637	44,810,404	56,722,342	101,532,746	47,900,228	61,717,205	109,617,433
Value of money orders fees:									
Fiscal year 1965	10,535	12,666	23,201		133,238	133,238	10,535	145,904	156,439
Fiscal year 1966	27,329	39,243	66,572	246,024	376,944	622,968	273,353	416,187	689,540
Increase over fiscal year 1965	16,794	26,577	43,371	246,024	243,706	498,730	262,818	270,283	533,101
Value of money orders cashed:									
Fiscal year 1965	196,134	165,218	361,352		793,145	793,145	196,134	958,363	1,154,497
Fiscal year 1966	375,503	561,824	936,827	2,019,612	2,045,102	4,064,714	2,395,115	2,006,426	5,001,541
Increase over fiscal year 1965	179,369	396,106	575,475	2,019,612	1,251,957	3,271,569	2,198,981	1,648,063	3,847,044
Total transactions:									
Fiscal year 1965	2,257,785	2,837,806	5,095,591		22,584,509	22,584,509	2,257,785	25,422,315	27,680,100
Fiscal year 1966	5,638,737	8,620,344	14,259,081	47,978,700	80,413,892	128,392,592	53,617,437	89,034,236	142,651,673
Increase over fiscal year 1965	3,380,952	5,782,538	9,163,490	47,978,700	57,829,383	105,808,083	51,359,652	63,611,921	114,971,573

Movement of mail to Vietnam and Thailand

Mail originating in the United States flows through the domestic system to San Francisco and Seattle for processing and redispach transpacific. The Post Office Department is responsible for handling and transportation within the United States. The military departments assume all transportation costs from the west coast and perform all handling functions in the oversea area.

Commercial air carriers are used from the west coast to transport airmail, military ordinary mail (MOM), and first-class letters to both countries. In addition, fourth-class parcels weighing 5 pounds or less receive commercial airlift to Vietnam on a "space available" basis. Commercial and military ships transport the second-, third-, and fourth-class mail.

Airmail and first-class letters which originate in the Northern half of the United States are normally moved into Seattle for processing and redispach. Northwest Orient Airlines (NWA) operates two or three flights daily from Seattle to Tokyo. Mail on these flights is transferred at Tokyo to Pan American Airlines (PAA) or to military aircraft for movement on to Vietnam and Thailand.

Airmail and first-class letters which originate in the Southern half of the United States are massed in San Francisco for onward dispatch. PAA has one flight per day into Bangkok by way of Honolulu and Tokyo. They have from two to three flights daily operating through Honolulu and Tokyo and then on to Saigon. They also have from one to two flights daily through the mid-Pacific.

Airlift of mail to Saigon, by Pan American Airlines, amounts to 75,000 to 100,000 pounds per day.

All continental United States origin second-, third-, and fourth-class mail moves by truck and train into San Francisco. The 5-pound parcels for Vietnam are trapped at that point and dispatched "space available" on PAA. The remainder of this mail is dispatched by sealift. The frequency of sailings provide from one to three dispatches per week, carrying 50,000 to 100,000 pounds per ship. Normally, such frequency would guarantee more than adequate service for this category of mail. However, most of this mail requires up to 50 days for final delivery because inadequate port facilities delay the off-loading in Vietnam from 10 to 15 days. This condition is expected to exist for many months until new port facilities are constructed.

Military Airlift Command operates on a daily basis into the Republic of Vietnam from most areas within the Pacific Command.

These modes of transportation carried over 25 million pounds of mail from the United States to Vietnam during fiscal year 1966. Almost 7 million pounds were carried from Vietnam to the United States during the same period.

Of this mail arriving in-country, 95 percent must be airlifted. While this is true to some degree in southeast Asia, it is particularly true in the Republic of Vietnam. This presents problems which have never before been encountered. The effectiveness of the total postal effort is entirely dependent upon the availability of air transportation.

When mail is received by the aerial mail terminals it is turned over to the aerial port squadrons for movement within Vietnam by command airlift. Availability of airlift and rigid schedules to move mail are dependent upon the tactical situation. It is unfortunate that at certain times, and under certain conditions, mail will be delayed. As

can be realized, logistical items are urgently needed to successfully fulfill a combat engagement. Mail which is necessarily delayed for these reasons is moved as quickly as possible when transportation for mail again becomes available. Experience has shown that this normally results in a 3- to 5-day delay.

In addition to military airlift, flights of Air Vietnam are used for unaccountable personal letter mail within Vietnam.

Tables K and L reflect the amount of APO mail flowing in and out of Vietnam and Thailand respectively, and show the transportation costs to the Army and Air Force. The volume has increased steadily since 1962 and is expected to continue upward. Despite this increase, the transportation network has functioned adequately for moving the mail to and from the major terminals in both countries. However, there have been recurring delays due to insufficient military airlift for distribution within Vietnam and for movement of Thailand mail from Tokyo to Bangkok.

TABLE K.—*Movement of Vietnam mail*

	Fiscal year 1965			Fiscal year 1966			Increase over fiscal year 1965	
	Tons	Cost per pound	Cost	Tons	Cost per pound	Cost	Tons	Cost
From CONUS:								
Airmail.....	656.7	\$1.39	\$1,826,756	4,517.0	\$1.39	\$12,640,310	3,860.3	\$10,813,554
MOM.....	274.9	1.05	579,893	1,871.9	1.05	3,965,556	1,597.0	3,385,663
5-pound parcel.....				943.8	.49	928,699	943.8	928,699
Surface.....	1,009.6	.10	201,920	5,550.6	.10	1,110,099	4,541.0	980,179
Total.....	1,941.2		2,608,569	12,883.3		18,644,664	10,942.1	16,108,095
To CONUS:								
Airmail.....	246.2	1.39	684,859	1,471.2	1.39	4,119,812	1,225.0	3,434,953
MOM.....	71.2	1.05	150,194	344.9	1.05	731,821	273.7	581,627
5-pound parcel.....				143.3	.41	117,506	143.3	117,506
Surface.....	395.0	.10	79,000	1,502.6	.10	300,519	1,107.6	221,519
Total.....	712.4		914,053	3,462.0		5,269,658	2,749.6	4,355,605
Intra/inter CMD to Vietnam:								
Airmail.....				122.3		223,422		
MOM.....				645.0		639,116		
MAC.....				2,091.4		709,439		
Total.....				2,858.7		1,571,977		
Intra/inter CMD from Vietnam:								
Airmail.....				110.8		149,595		
MOM.....				185.2		159,779		
MAC.....				299.2		106,306		
Total.....				595.2		415,680		
Aggregate.....				19,799.2		25,901,979		

TABLE L.—*Movement of Thailand mail*

	Fiscal year 1965		Fiscal year 1966		Increase over fiscal year 1965	
	Tons	Cost	Tons	Cost	Tons	Cost
From CONUS:						
Airmail.....	296.1	\$820,469	741.6	\$2,055,025	445.5	\$1,234,556
MOM.....	109.1	229,250	299.9	629,943	190.8	400,693
Surface.....	587.5	129,250	869.6	191,309	282.1	62,059
Total.....	992.7	1,178,969	1,911.1	2,876,277	918.4	1,697,308
To CONUS:						
Airmail.....	89.6	248,274	184.2	510,597	94.6	262,323
MOM.....	13.3	27,947	47.0	98,802	33.7	70,855
Surface.....	215.0	47,300	93.2	20,499	-121.8	-26,801
Total.....	317.9	323,521	324.4	629,898	6.5	306,377
Intra/inter CMD to Thailand:						
Airmail.....			64.5	87,392		
MOM.....			153.1	145,122		
MAC.....			773.0	245,363		
Total.....			990.6	477,877		
Intra/inter CMD from Thailand:						
Airmail.....			30.3	44,547		
MOM.....			86.1	107,940		
MAC.....			99.2	44,215		
Total.....			215.6	196,702		
Aggregate.....			3,441.7	4,180,754		

Practically all airlift mail to and from Vietnam flows through the overcrowded airport at Saigon. In addition, a majority of the incoming surface mail is discharged at the port of Saigon. Surface mail destined for APO's in the vicinity of Da Nang and Cam Ranh is dispatched on ships that are scheduled to dock at those ports when possible. This still leaves a tremendous amount of mail to be processed at Saigon and distributed to destination via support aircraft.

Saigon aerial mail terminal

The mission of the Saigon aerial mail terminal is to receive, process, and dispatch air and surface mail to APO destinations in the Republic of Vietnam, and to perform similar services for mail originating at the APO's in Vietnam addressed to the United States and other out-country destinations.

The terminal processed 6 million pounds in January 1966, 11.3 million pounds in July 1966, and expects to process approximately 50 million pounds in December 1966.

At the present time mail is arriving at the rate of approximately 110,000 pounds daily by air, and approximately 1 million pounds monthly by surface.

Mail is moved to up-country locations both by Air Vietnam and by military carriers. Mail transit time checks to all locations have shown that there is no difference in delivery time regardless of whether the mail is sent by Air Vietnam or military carrier. The military carrier is used when available. Dispatches on Air Vietnam are shown in table M.

TABLE M.—*Dispatches on Air Vietnam—1966*

[In pounds]						
Location	February	March	April	May	June	July
Hue-Phu Bai	213	2,007	442	190	120	-----
Quang Ngai	9	223	57	69	49	-----
Kontum	17	275	159	177	157	336
Qui Nhon	-----	2,074	947	614	592	977
Nha Trang	-----	2,282	885	624	644	1,159
Pleiku	-----	1,932	875	650	33	-----
Ban Me Thout	-----	440	286	334	264	507
Tuy Hoa	-----	202	64	107	223	297
Phan Rang	-----	363	402	321	274	460
Phu Quoc	-----	857	-----	-----	-----	-----
Dalat	-----	771	1,336	2,771	2,148	-----
Phan Thiet	-----	428	962	1,124	794	-----

Transit time surveys made during June to August 1966, show that airmail from San Francisco to Saigon takes 2 days, and from Seattle to Saigon, 2 days. Surface mail from San Francisco to Saigon averages about 25 days.

Test letters to and from the United States to Vietnam have shown the following:

[Days]		
	To	From
Location:		
Fort Devens, Mass.	5	5
Fort Leonard Wood, Mo.	5	7
Fort Lewis, Wash.	2	2
Fort Benning, Ga.	4	4
Fort Hood, Tex.	5	3

NOTE.—Airline strike raised average transit time by 1½ days and some locations by 4 days.

Test letters to and from in-country locations show the following:

[Days]		
	To	From
Location:		
Can Tho	2	3
Pleiku	4	3
Da Nang	3	2
Chu Lai	2	2
Bien Hoa	2	4
Ben Cat	1	2
An Khe	2	2
Qui Nhon	4	4
Nha Trang	4	3

Per capita money order purchases are as follows:

	Amount
1965:	
September	\$69
October	88
November	67
December	67
1966:	
January	55
February	59
March	61
April	60
May	57
June	56
July	54

Per capita stamp purchases are as follows:

	<i>Amount</i>
1965:	
September.....	\$0. 90
October.....	1. 05
November.....	1. 24
December.....	1. 40
1966:	
January.....	1. 26
February.....	1. 21
March.....	1. 05
April.....	. 94
May.....	1. 12
June.....	1. 21
July.....	1. 15

Mail from Vietnam to United States

First-class letter mail, including postal cards and post cards, is carried as airmail at no cost to sender when mailed at a military post office in Vietnam or adjacent waters, or when mailed by a member of the Armed Forces when hospitalized in a facility under jurisdiction of the Armed Forces as a result of disease or injury incurred in a combat zone.

Rates of postage on parcels (airmail and fourth-class) mailed at military post offices in Vietnam are at the applicable zone rates between San Francisco and the address of delivery. For example, a parcel mailed at APO San Francisco 96490 (Saigon) addressed to San Francisco would be charged at the lowest zone rate.

Fourth-class parcels not exceeding 5 pounds in weight and 60 inches in length and girth mailed by a member of the Armed Forces in Vietnam are transported by air between Vietnam and the United States on commercial carriers on a space available basis.

Fourth-class parcels weighing in excess of 5 pounds are charged at the applicable zone rate between San Francisco and city shown in the address and are transported by surface means between Vietnam and city of delivery.

Mail for ships of the 7th Fleet operating in Vietnam waters

Navy ships, such as hospital, patrol, and supply, operating from Vietnam ports, receive their mail at serving APO's and Navy post offices at the ports. Mail for these ships is received on direct dispatches to Vietnam from the United States.

Mail for the majority of the Navy ships in Vietnam waters, such as aircraft carriers, combat ships, and the like, is dispatched to Subic Bay in the Philippines. Airmail for the ships is flown by carrier planes to the aircraft carriers and delivered to the various ships by helicopters. Logistics or supply ships from Subic Bay make a circuit about every 5 days and in addition to supplies also deliver mail to ships.

TRANSPORTATION OF MAIL BETWEEN THE UNITED STATES AND THE U.S. ARMED FORCES IN JAPAN

Airmail and first-class letter mail is transported by commercial aircraft within the United States but only letters prepaid at the airmail rate are given air transportation to Japan. The average transit for airmail letters from time of posting in the central area of the United States to time of receipt at the overseas address in Japan is 3 days.

Letters prepaid at the 5-cent-an-ounce rate average 18 days for delivery in Japan.

Second-, third-, and fourth-class mail is given surface transportation within the United States and from the United States to Japan. The average transit for these classes of mail is 20 days.

Only letters and parcels prepaid at the airmail rate of postage are given air transportation from Japan to the United States. First-class letters and fourth-class parcels are transported by surface means to destinations in the United States.

MAIL FOR MERCHANT SHIPS OPERATING IN PACIFIC AREA UNDER OPERATIONAL CONTROL OF THE MILITARY SEA TRANSPORT SERVICE (MSTS), NAVY DEPARTMENT

Crewmen on these ships are authorized to use a Navy address—FPO San Francisco 96605, for receipt of unregistered airmail and unregistered first-class mail. Itineraries for the ships are issued to the Fleet Post Office, San Francisco, by the Navy Pacific Command and copies are furnished to the appropriate commands in Vietnam, Japan, Philippines, Mariannas, etc., so that mail may be routed accordingly. Whenever changes in itineraries occur, necessary changes in instructions are issued and mail in the pipeline is rerouted.

When ships arrive at ports of call, someone from the ship is to contact the MSTS agent or representative ashore to pick up the mail or receive assistance in obtaining mail from the military postal installation.

Unusually long delays are encountered in delivering mail to these ships. One incident brought to attention will serve to illustrate the need for some action to obtain better mail service for the Military Sea Transport Service. A seaman in need of special medicine from the United States found that delivery of the medicine frequently took several months longer than anticipated. It eventually became necessary for the seaman to be returned to the United States for hospitalization solely because of the difficulty incurred in the delay in delivering the medicine through the mail service.

NAVAL POSTAL SERVICE—PACIFIC OCEAN AREA

The commander in chief, U.S. Pacific Fleet has reassigned the responsibility for administering the Navy postal service in the Pacific Ocean area to commander service force, U.S. Pacific Fleet. Included in this responsibility is the control and movement of Navy and Marine mail to, from, and within the Pacific Ocean area. The term "Navy and Marine mail" necessarily includes Military Sea Transportation Service control units.

Assisting the commander service force in the movement of Navy and Marine mail is, CG FMFPAC; COMWESTSEAFRON; COMNAVFORJAPAN; COMNAVFORPHIL; and the officer in charge, FPO, San Francisco who assists in routing mail for Navy and Marine units operating in and around the west coast of the United States. Each of these commands has an area postal officer on his staff to assist any and all Navy and Marine units desiring his services. These commands are also to be known as mail routing authorities. Mail routing is done for approximately 1,700 Navy and Marine mobile units.

In order for commander service force, as primary mail routing authority, to properly route mail, each commanding officer of Navy and Marine units is required to furnish commander service force and his assistants with his unit's movements including ports to be visited and the period he will spend in that port. Using this information, plus other documents such as employment schedules and movements reports, commander service force issues a daily mail routing message to all mail routing authorities and dispatching agencies in the Pacific Ocean area, informing them of mail routing changes to be effected that day in order to insure the proper positioning of Navy and Marine mail. Mail routing authorities and dispatching agencies then determine cutoff dates and route mail to the port the unit will visit making certain that the unit receives mail on the day he arrives, during his entire stay and that all mail routed to this port is delivered to him prior to his departure. These daily mail routing messages are confirmed once each week by a weekly summary that is mailed to all mail routing authorities and dispatching agencies. This summary is also sent to supply activities and personnel receiving stations so that freight and personnel may be properly positioned.

As regards Navy and Marine mobile units, leadtime furnished by these advance movement instructions is extremely important. Mail handling is done by U.S. Post Office Department personnel at San Francisco, Pearl Harbor, and Guam. There are a small number of Navy and Marine Corps personnel present at these locations; however, they are there only to maintain a Pacific Fleet locator, which gives the routing of all Navy and Marine mobile units, and to assist the Post Office Department personnel when technical assistance peculiar to Navy and Marine Corps mail is needed. Handling of Navy and Marine mail in other areas of the Pacific Ocean area is accomplished by Navy and Marine postal clerks. Airmail and first-class mail is airlifted from San Francisco to points in the Pacific Ocean area. Second-class and below mail is surface lifted. The average time in transit from San Francisco to Saigon is 1 day for air and 27 days for surface lift.

Normally, mail routing authorities route airmail and first-class mail to every port that a mobile unit is scheduled to visit.

For air and first-class mail destined to Navy and Marine units in-country Vietnam, direct routing is accomplished from San Francisco to the Tan Son Nhut Airbase in Saigon. In-country dispatching of Navy and Marine mail consists of daily flights in-country. The aerial mail terminals at Saigon and Da Nang provide terminal service for Navy and Marine in-country mail in those areas; however, there is a Navy post office being established at the naval support activity, Da Nang, and a Navy post office unit has been requested for the Naval Hospital, Da Nang. There are approximately 7,000 Navy personnel attached to the naval support activity, Da Nang, and about 50,000 Marine personnel in the Da Nang/Chulai/Phu Bai area, known also as the I Corps area. Commercial landing permits at Da Nang would help tremendously in relieving the overcrowding at Saigon.

All mail for fleet mobile units operating in southeast Asian waters is routed through the terminal Navy Post Office, Subic Bay. This mail amounted to approximately 4 million pounds for the quarter ending June 30, 1966. In order to get this mail to the Philippines, two different channels are used for air and first-class mail and one for surface

mail. The air and first-class mail is flown by two direct flights, each week from San Francisco to Manila by Pan American World Airways and daily military airlift command flights from Travis Air Force Base, Calif., to Cubi Point, Naval Air Facility, Philippines. The surface mail is moved by Navy and civilian ships.

After the air and first-class mail destined for mobile units serviced by the TNPO Subic Bay is sorted by that terminal, it is positioned at Cubi Point, Naval Air Facility, for carrier on board delivery to an aircraft carrier operating on station in the South China Sea that has been designated as a mail carrier. Presently, two aircraft carriers on the northern station have been designated as mail carriers, one for units on the northern station, including SAR and picket duty, and the other for all mobile units participating in counterinfiltration patrol operations up and down the Vietnam coast.

After mail is received on board the aircraft carrier, it is off-loaded to a replenishment-type ship which in turn acts as a mail carrier and delivers mail when replenishing. However, should the replenishment-type ship have mail for a unit, mail delivery is made whether or not the unit requires replenishment.

The aircraft carrier that has mail for just units on the northern station including SAR and picket duty ships, off-loads this mail to the replenishment-type ship that has the task of replenishing these units. The aircraft carrier that has received mail for the counterinfiltration patrol units will off-load this mail to a replenishment-type ship that will proceed to the northernmost station, station No. 1, and will follow this path down the coast to the southernmost station, station No. 9, delivering mail and receiving outgoing mail from any and all Navy and Marine mobile units in the areas. The distance traveled by this mail delivery ship will be approximately 900 miles from the aircraft carrier to station No. 9. The trip normally takes about 6 days. Every 6 days another replenishment-type ship will start this same route thereby insuring a mail delivery to each unit every 6 days.

This is in keeping with commander 7th Fleet's requirement that all units within his command receive a mail delivery at least once each week. Other mail, second class and below, destined for units operating in southeast Asian waters is normally positioned at one location where it remains until the unit returns to that port for normal R. & R. and upkeep. In the case of units operating on the northern station and units involved with counterinfiltration patrol operations, second-class and below mail is positioned at the TNPO, Subic Bay. However, when it is known that a replenishment-type ship leaving Subic Bay will rendezvous with ships that have this type mail awaiting them in Subic Bay, such mail is put aboard the replenishment-type ship for delivery to the unit. This procedure is done in cases when it is known that the particular unit will remain on station away from Subic Bay for an extended period of time.

Mail for Marine units afloat follows the same routes and channels as Navy mail for mobile units. Prior to March 17, 1966, MSTs-controlled ships manned by merchant crews were authorized the use of the military postal service to effect the delivery of air and first-class mail. In order to enter such mail into the military system, it was required that the mail be addressed to the commercial shipping company agent located within the continental United States, who in turn

consolidated the mail and forwarded it to the ship's master in care of the appropriate fleet post office. On March 17, 1966, this procedure changed. The Chief of Naval Operations authorized the use of the standard fleet post office address for all MSTS-controlled ships and has subsequently assigned a separate ZIP code to this mail. Presently, we have about 300 MSTS control units utilizing the Navy postal service.

With the ever-increasing number of MSTS-controlled ships operating in the Pacific and the frequent changes in operating schedules and diversions, it is increasingly difficult to provide proper routing for these ships. Commander service force has attempted to resolve this problem by prepositioning mail for MSTS-controlled ships at a forward terminal naval post office in Japan or the Philippines who in turn route the mail further using mail routing intelligence obtained from local MSTS officials. While this system has resulted in improvement in mail service to MSTS-controlled ships, MSTS mail routing intelligence still leaves something to be desired.

On July 22, 1966, COMSTS issued instructions requiring masters of MSTS-controlled ships to furnish mail routing authorities with the same mail routing instructions as do U.S. ships, giving ports to be visited and import periods, so as to insure more accurate routing of MSTS mail. In view of this instruction, coupled with various other sources of MSTS mail routing intelligence, MSTS ships should begin to receive the same degree of mail service as Navy and Marine units.

Presently, delivery time for air and first-class mail from San Francisco to the addressee in southeast Asia is 4 to 6 days for Vietnam; 5 to 7 days for units in and around Subic Bay and from 6 to 12 days for mobile units on station in the South China Sea. The average delivery time for parcel post from San Francisco to the addressees in southeast Asia is 28 to 42 days.

RECOMMENDATIONS

The following recommendations are based on the review of the postal systems of the U.S. Armed Forces in Vietnam and Thailand.

1. Combat Personnel Mailing Privileges While on Rest and Recreation

Free mailing privileges for first-class letter mail and transportation by air for small parcels, now authorized by Public Law 89-315, for servicemen in combat areas, should be provided for such servicemen while on rest and recreation outside the combat area.

Servicemen in combat areas are provided a rest and recreation trip for 5 days each 6 months at such places as Hong Kong, Tokyo, Bangkok, or Manila. Since these places are not within the combat areas to which the special mailing privileges apply under Public Law 89-315, the servicemen assigned to the combat areas, but on rest and recreation for 5 days outside the combat areas, are not granted either the free mailing privilege or the air transportation service for small parcels.

Such personnel assigned to a combat area are on temporary duty at the rest and recreation points. They should be entitled to the mailing privileges while on such temporary duty for a short period outside the combat area. Such a change in the law would not present insurmountable administrative difficulties as the servicemen very easily could exhibit their orders when mailing a package, or could show their permanent APO number in the return address.

2. Publicity To Avoid Use of Air Parcel Post Rates When Surface Rates Are Applicable

It is recommended that both the Department of Defense and the Post Office Department intensify their efforts to inform the servicemen, the public, and particularly the post office window clerks (a) to provide correct and complete addresses on military mail; and (b) to use the lowest correct parcel post rate, particularly when surface rates for air transportation delivery are applicable under Public Law 89-315.

In regard to (a) above, a considerable quantity of mail requires directory service at the postal concentration centers because of incorrect or incomplete addresses which will not permit distribution to the serving military post offices. Much of this mail is addressed "APO San Francisco" leaving off entirely the APO number. Some of the mailing public apparently have the feeling that the five-digit number is merely a ZIP code and is not a necessary part of the address. On the contrary, the five-digit APO or fleet post office number is an integral part of the address and this should be publicized. Furthermore, while as much of this mail as possible is given directory service and forwarded with corrected addresses where possible, this does not reduce the volume of such mail because the senders are not being notified. In order to be effective, part of the directory service should include notifying the sender of the correct address.

In regard to (b) above, a random examination of air parcel post disclosed many parcels weighing less than 5 pounds which could have,

and probably should have, been mailed as ordinary parcel post under the provisions of Public Law 89-315, at considerable savings to the mailers. This confirms the allegations continually being made that existing provisions of the public law are not sufficiently known to the public.

The Postmaster General issued a press release on September 20, 1966, containing the following paragraph:

The Postmaster General reminded those mailing to servicemen in the Pacific area and southeast Asia that small parcels weighing 5 pounds or less may be mailed at the domestic surface rate between the point of deposit and San Francisco. The packages will be sent by surface to the west coast and by air on a space-available basis to their final destination.

The Post Office Department has issued several such notices, publicizing the provisions of Public Law 89-315, but apparently the word is not getting down to window clerks who actually compute the parcel post rate. The Department has issued a new notice and now will have posters at all parcel receiving windows for the guidance of clerks and to inform the mailing public.

3. Additional Commercial Landing Privileges

It is recommended that efforts be intensified to provide an aerial port of entry for the northern sector of South Vietnam, to extend a daily flight from Saigon to Bangkok, and to obtain additional landing permits in Manila for the sole purpose of handling military mail and cargo.

All mail arriving by air must now go into the airport at Saigon and be rerouted. This creates a real bottleneck. The distribution problem within Vietnam could be resolved by establishing Da Nang (450 miles north of Saigon) as the aerial port of entry for all mail intended for delivery in the northern sectors of Vietnam. Pan American has offered to reroute one of their daily Saigon flights into Da Nang for the sole purpose of discharge and pickup of military mail and cargo. Unfortunately, the State Department, which is responsible for working this problem out with the Republic of Vietnam, has not yet been able to come to any agreement with the proper authorities to give Pan American landing rights at Da Nang.

The Vietnam Government has also objected to the extension of one Pan American flight daily from Saigon to Bangkok. Their action is delaying all airlift mail destined for Thailand and is contributing to the shortage of military airlift throughout the area. Thailand mail moves from the west coast on approximately eight commercial flights daily to Tokyo. Only one of those flights continues to Bangkok and it does not have the capacity to handle all of the Thailand mail. Consequently, approximately 200,000 pounds per month is diverted to military airlift for movement from Japan to Thailand. Some of this mail is delayed 3 or 4 days while awaiting space on military aircraft. Extension of one PAA flight which now turns around at Saigon would give adequate direct service from San Francisco to Bangkok.

The Philippine authorities limit the number of commercial air landings at Manila. This situation has required the Military Airlift Command to augment service in the Philippines. As in the case of Vietnam, the permit for landings would not involve either commercial cargo or passengers, but would help to expedite delivery of mail and military cargo to and from Manila and Subic Bay, as Pan American Airlines overflies the area daily en route to Saigon.

Additional landing privileges will become increasingly important as mail volume increases, particularly upon adoption of recommendation No. 5 for additional airlift.

4. Unauthorized APO Mail

Publicity should be given for the American public to discontinue mailing gift packages addressed to "Any GI in Vietnam" or to any APO addressee for the use of a local Vietnamese, and to promote, in lieu thereof, hometown pen pal letters to servicemen by name and full APO address.

Military regulations now prohibit anyone having an APO privilege from acting as an intermediary for receiving gift packages for a local citizen. Also, such mailings overtax the postal system, delay delivery of mail to the servicemen, and should be discouraged.

5. Airlift of Mail for Servicemen in the Pacific

All mail addressed to or sent by servicemen in the Pacific area should be transported by air on a space-available basis.

One of the major recommendations made by the House Post Office and Civil Service Committee in House Report No. 1226, 89th Congress, was that legislation should be enacted requiring that mail addressed to or sent by servicemen overseas be transported by the fastest means of transportation available. It was contemplated that airlift would be used wherever feasible.

Public Law 89-315 has resulted in airlift being used for first-class letter mail and parcels up to 5 pounds mailed between the United States and the servicemen in combat areas. The administration has implemented this law by providing domestic airlift for all APO, San Francisco, and Seattle letter mail, because it is impossible to segregate APO-addressed mail at the local post office. The segregation of APO letter mail, for airlift to the combat area, is performed at the postal concentration centers in Seattle and San Francisco.

Air transportation of the mail to Vietnam can be accomplished within a few days. Surface transportation requires weeks and sometimes months. Airmail from the United States to Japan takes 3 days. Regular letter mail takes an average of 18 days for delivery in Japan. Other mail averages delivery time to Japan in excess of 20 days. The airlifting of this mail could result in delivery within no more than 4 or 5 days. It is believed that this delay in the delivery of mail to the servicemen in the Far Pacific is inexcusable and completely unjustified. In the absence of action by the administration to provide airlift for mail to the servicemen in the Far Pacific vigorous action should be initiated to enact legislation requiring the airlift of all mail to servicemen in the Pacific area.

During the 6-month period of January through June 1966 about 2,500 tons of personal surface mail was dispatched from CONUS to Army and Air Force personnel stationed in Vietnam. Approximately 1,050 tons of personal surface mail was shipped from Vietnam to the United States during the same period from our Army and Air Force personnel.

The current cost for transporting surface mail between San Francisco and Vietnam is 10 cents per pound. Personal parcels weighing 5 pounds or less are airlifted on a space-available basis by commercial carriers between San Francisco and Vietnam at the rates of 49.2 cents per pound (from United States) and 41 cents per pound (from Vietnam).

The personal surface mail was moved between the United States and Vietnam during the above-cited period at a cost of \$710,000. Had this mail been airlifted at the space-available mail rate it would have cost the Department of Defense \$3,321,000 or an additional \$2,611,000. Based on the Army and Air Force strength in Vietnam, it would cost an additional \$2.62 per man per month to airlift his personal surface mail at the space-available mail rate.



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POSTAL SYSTEMS OF THE UNITED STATES
ARMED FORCES—VIETNAM AND THAILAND
(PART II)

COMMITTEE ON POST OFFICE AND
CIVIL SERVICE
HOUSE OF REPRESENTATIVES
EIGHTY-NINTH CONGRESS
SECOND SESSION



DECEMBER 28, 1966.—Committed to the Committee of the Whole House on
the State of the Union and ordered to be printed, with illustrations

U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1966

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LETTER OF TRANSMITTAL

HOUSE OF REPRESENTATIVES,
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C., December 28, 1966.

MR. RALPH R. ROBERTS,
Clerk of the House of Representatives,
Washington, D.C.

DEAR MR. ROBERTS: I am transmitting herewith the report of the Honorable Thaddeus J. Dulski on an investigation and on-site inspection of the postal systems of the U.S. Armed Forces in Vietnam and Thailand.

This investigation was conducted under the authority of House Resolution 245 and House Resolution 1048, which authorize investigations to be made by the House Post Office and Civil Service Committee.

I respectfully request that this report be printed as a report of the House of Representatives of the 89th Congress.

Sincerely yours,

TOM MURRAY, *Chairman.*

THEORY OF THE EARTH

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The theory of the earth is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its various parts. The theory of the earth is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its various parts.

THEORY OF THE EARTH

LETTERS OF SUBMITTAL

WASHINGTON, D.C., December 28, 1966.

Hon. TOM MURRAY,
*Chairman, Committee on Post Office and Civil Service,
House of Representatives, Washington, D.C.*

DEAR MR. CHAIRMAN: As authorized in your letter of November 3, 1966, to the Secretary of Defense, and pursuant to the authority contained in House Resolution 245 and House Resolution 1048, 89th Congress, I made an investigation and on-site inspection of the postal systems of the U.S. Armed Forces in Vietnam and Thailand during the week of November 21, 1966.

I respectfully submit the accompanying report on my investigations, together with my letter of December 16, 1966, to the President of the United States concerning my trip and his reply dated December 19, 1966.

With kindest regards, I am,

Sincerely yours,

THADDEUS J. DULSKI,
Chairman of Subcommittee on Postal Operations.

SUBCOMMITTEE ON POSTAL OPERATIONS OF THE
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C., December 16, 1966.

The PRESIDENT,
*The White House,
Washington, D.C.*

DEAR MR. PRESIDENT: Knowing your intense personal interest in the welfare and morale of our troops in Vietnam, I want to tell you of a most heartening incident involving my recent trip to Vietnam to check on mail service there. While in Vietnam, I talked with a young soldier who asked me to relay a message to his parents when I returned to the United States. Immediately upon my return I called his mother and father, only to find that they already had received a letter from their son telling of my talk with him. Needless to say, we were all pleased to find that the mail service from Vietnam was operating with such dispatch as to bring the parents their son's letter even before my call.

This incident typifies the vast improvement in mail service I observed during my trip. I made my inspection tour shortly after Congress adjourned to find out firsthand the measures being taken to implement the new law to assure the best possible mail service for our troops in combat areas. I had the privilege of sponsoring this measure. When you signed my bill into law on November 2, you emphasized the high priority you have given to good mail service for our troops.

I conferred with General Westmoreland and other high ranking officials, talked with many officers and enlisted men, and studied the flow of mail. Even though I was in Vietnam less than a month after the bill was signed, I found abundant evidence that it already was having a beneficial influence. Occasional delays of mail in combat zones are inevitable, but mail service in Vietnam is substantially improved and I am confident it will become even better.

The encouraging progress I saw is a special tribute to your personal interest and to the fine support your program is receiving from Postmaster General O'Brien and Secretary of Defense McNamara. By their actions, the Postmaster General and Secretary of Defense have demonstrated their complete agreement with General Westmoreland's belief that mail is a vital factor in the well-being of our fighting men.

I am sure it is especially gratifying to you to know that during this Christmas season, when thoughts of their loved ones back home are so much in their minds and hearts, our troops have the improved mail service you sought for them. It is a pleasure to report this to you and to commend the military and postal personnel who are responsible for it.

Respectfully yours,

THADDEUS J. DULSKI,
Chairman.

THE WHITE HOUSE,
Washington, D.C., December 19, 1966.

HON. THADDEUS DULSKI,
House of Representatives,
Washington, D.C.

DEAR MR. CONGRESSMAN: Your letter of December 16 with its encouraging report on the improved quality of mail service to and from our service men and women in Vietnam comes at a time when they and their families and friends are most anxious to be in close communication.

No official report could be as heartening as your personal account of your offer to relay a message from a young soldier in Vietnam to his parents and your telephone call to them immediately upon your return—to find that his letter had already reached them.

It is encouraging to me, and I know it is to the Postmaster General and the Secretary of Defense, that the mail to and from Vietnam is moving rapidly. I am grateful for your personal observations that efforts to give the very best mail service to members of the Armed Forces in Vietnam are effective.

Sincerely,

LYNDON B. JOHNSON.

Union Calendar No. 976

89TH CONGRESS <i>2d Session</i>	}	HOUSE OF REPRESENTATIVES	}	REPT. 2198 Part 2
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POSTAL SYSTEMS OF THE UNITED STATES ARMED FORCES—VIETNAM AND THAILAND (PART II)

DECEMBER 28, 1966.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed, with illustrations

Mr. MURRAY, from the Committee on Post Office and Civil Service,
submitted the following

R E P O R T

Union Calendar No. 978

HOUSE OF REPRESENTATIVES

JOINT RESOLUTIONS OF THE UNITED STATES ARMED
FORCES—AFRICA AND THAILAND
(PART II)

Enacted 22, 1968.—Transmitted to the Committee of the Whole House on the
State of the Union and ordered to be printed with illustrations

Mr. [Name] from the Committee on Post Office and Civil Service,
submitted the following

REPORT

POSTAL SYSTEMS OF THE U.S. ARMED FORCES—VIETNAM AND THAILAND

(Part II)

INTRODUCTION

This is the second report presented by members of the House Post Office and Civil Service Committee regarding the U.S. mail service in Vietnam and Thailand, and for that reason is designated as part II. The first report, House Report No. 2198, 89th Congress, is entitled "Postal Systems of the United States Armed Forces—Vietnam and Thailand."

Representative Thaddeus J. Dulski, chairman of the Subcommittee on Postal Operations, at the request of Representative Tom Murray, chairman, Committee on Post Office and Civil Service, U.S. House of Representatives, and as authorized by House Resolution 245 and House Resolution 1048, 89th Congress, made an investigation and on-site inspection of the U.S. mail service in Vietnam and Thailand. He was accompanied by Col. Jack Reiter, Office of the Secretary of the Air Force.

The purpose of this investigation and on-site inspection was to inspect the military postal operations and facilities, to discuss the problems relating to the receipt and sending of U.S. mail by the U.S. military and civilian personnel in Vietnam and Thailand, and to review the effect of the implementation of legislation initiated by our committee during the 89th Congress to enhance the mail service by Armed Forces postal systems.

It is the goal of the postal system in those areas that every man will have mail service regardless of his location. When it comes to priorities, the importance of mail, both to the combat man and under the commanding officers' instructions, ranks next after bullets, beans, and bandages.

The success of the aim to maintain these priorities is borne out by a commander at one of the northern bases, who stated that, despite the rainy monsoon season, he received mail deliveries on 28 out of the last 30 days.

Ninety-five percent of the mail in Vietnam and Thailand is moved by air at the rate of 25.6 tons per day, 7 days a week, with airmail transit time averaging from 3 to 5 days to most in-country locations.

One of the major problems resulting in a delay of 3 to 4 days in delivering the mail was the lack of additional aerial ports of entry for the northern sector of Vietnam. This problem is discussed under recommendation No. 3 in House Report No. 2198, 89th Congress. During this inspection trip, it was announced, on November 26, 1966, that the Government of Vietnam had authorized Pan American, operating contract flights for the U.S. Military Air Command, to air-

lift mail into Da Nang and Cam Ranh Bay. This is expected to eliminate 12 to 30 hours' delay in the delivery time for mail going to personnel in northern regions of South Vietnam.

Conferences were held with Gen. W. C. Westmoreland and other high ranking officials and discussions were had with many officers and enlisted men. Careful studies were made of the flow of the mail. Both Public Law 89-315 and Public Law 89-725 are having a most salutary influence on the morale of the personnel in Vietnam and Thailand. Although there are bound to be occasional delays, the mail service is vastly improved and is expected to become better.

The marked progress in the improvement of the mail delivery is a tribute to the fine support of this program on the part of Postmaster General Lawrence F. O'Brien and Secretary of Defense Robert S. McNamara. They both agree with General Westmoreland's assignment of top priority to mail service for the troops.

The military personnel assigned to assist in this investigation were most courteous and cooperative, and did everything possible to make the trip and investigation a complete success. There is no doubt that the postal system in the Far East is one of the world's finest and is being operated efficiently under almost unbelievable difficult conditions.

PROBLEM AREAS

We do have an outstanding postal system in Vietnam and Thailand. There are several problem areas which need further attention.

a. Need for Post Office Department equipment.—Many of our facilities in Vietnam need modern Post Office Department equipment to meet mission requirements. Primary need is for additional postage meters and meter mailing machines. Two postage meters are assigned to Thailand now. A total of eight such machines assigned would ease the present workload in parcel post sections and would enhance the quality of patron service.

b. Desirability of free mail.—The major complaint voiced by our Thailand patrons is that they are involved in the southeast Asia military situation, yet are not afforded free mail when counterparts in Vietnam do receive this privilege. This complaint is considered valid, particularly at our forward bases up-country. Granting of this privilege would have a greatly beneficial impact on troop morale.

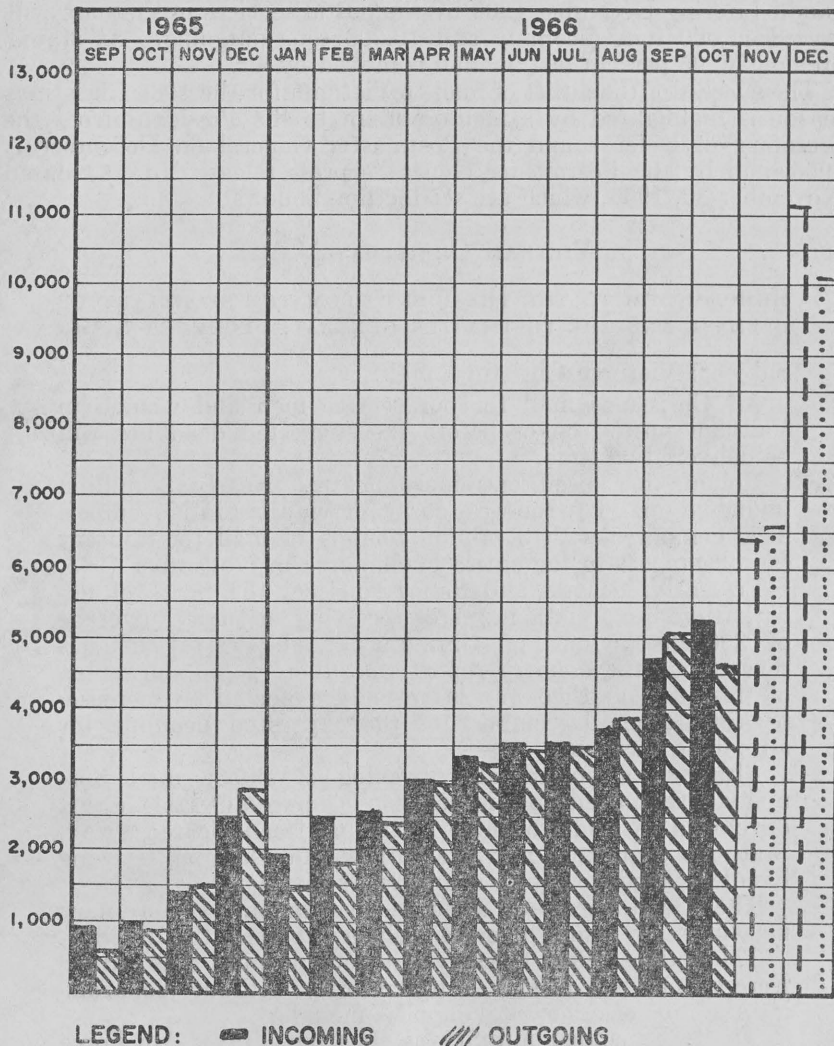
c. Need for additional facilities.—Adequate facilities in terms of space and security are scarce. Initially, mail was processed in every type of facility from the back seat of a jeep to a grass hut. Every day, new facilities are being completed and existing ones improved and expanded.

d. In-country airlift in Vietnam.—Availability of aircraft and rigid schedules for mail movement are dependent on the tactical situation. There are times when the tactical situation creates aircraft diversions. These diversions sometimes cause temporary backlogs. Delays do not normally exceed 3 days.

AIRLIFT FOR OVERSEA MILITARY MAIL

Public Law 89-315, approved November 1, 1965, authorizes first-class letter mail to be carried as airmail, at no cost to the sender, when mailed by a member of the Armed Forces in a combat area.

INCOMING/OUTGOING MAIL MOVEMENT (TONS)



This law also requires that parcels not exceeding 5 pounds addressed to or mailed by servicemen in combat areas, be transported by air between the United States and the combat areas.

Public Law 89-725, approved November 2, 1966, expanded the free mailing privileges under Public Law 89-315, to include sound recorded communications having the character of personal correspondence. It also provided space-available airlift on a worldwide basis for (1) first-class letters and cards, (2) sound recorded communications having the character of personal correspondence, and (3) parcels of any class not exceeding 5 pounds in weight, and 60 inches in length and girth combined.

The statistics included in House Report No. 2198, 89th Congress, show the success of the airlift operation authorized by Public Law 89-315. The chart shows that the volume of mail expected to be handled during December 1966 by the postal services in Vietnam will exceed 11,000 tons incoming and 10,000 tons outgoing. As stated previously, 95 percent of this mail is moved by air.

The success of the airlift of mail to Vietnam for the 1966 Christmas season is highlighted by a memorandum to the President from the Secretary of Defense and the Postmaster General on December 7, 1966, and by the Postmaster General's press release No. 163 dated November 30, 1966, which are set forth as follows:

VIETNAM CHRISTMAS MAIL

MEMORANDUM TO THE PRESIDENT FROM THE SECRETARY OF DEFENSE AND THE POSTMASTER GENERAL, DECEMBER 7, 1966

Subject: Vietnam Christmas mail.

All Christmas mail for our service men and women in Vietnam posted on or before the suggested deadlines will be delivered on time.

Volume has been extremely heavy. Nearly 8 million pounds of mail left the west coast for Vietnam in November. This compares with 3 million pounds of mail for military establishments in the entire Pacific area in November 1965.

Presently, Seattle and San Francisco, the ports of debarkation for Vietnam, are receiving a daily average of 350,000 pounds of Christmas mail. Postal officials throughout the country report that there is no slackening of this pace and volume is actually expected to increase, peaking about December 10, the suggested deadline for airmail to Vietnam.

Although a considerable backlog of surface mail normally transported to Vietnam on a space-available airlift developed in mid-November, this has been cleared away. Stateside operations now are current and the mail is being handled expeditiously as it arrives in Vietnam.

The Department of Defense has taken extraordinary measures to assure oversea delivery before the holiday.

The actions taken to carry out your promise that Armed Forces mail will receive a top priority without jeopardizing the flow of other vital supplies include:

1. Expanded military airlift from Travis Air Force Base in California.
2. Increased capacity on commercial passenger and military contract flights.

3. Increased manpower to process mail at Seattle and San Francisco post offices.

4. Diversion of several daily contract flights from Saigon to Da Nang and Cam Ranh Bay throughout the pre-Christmas season to avoid a backlog in Saigon.

5. Daily reporting from interior points within the United States giving officials at ports of debarkation leadtime to arrange proper transportation.

6. Off-loading priorities for "sea express" ships carrying mail.

7. Institution, by your Executive order of January 1966, of first-class letter mail airlift on a space-available basis between the United States and Vietnam and within the continental limits of this country. Public Law 89-725, November 1966, extended that airlift to all military post offices overseas.

8. Airlifting from the ports of debarkation of sound recorded communications having the character of personal correspondence on a space-available basis along with second-class publications published once each week or more frequently and featuring current news of general interest. This also was made possible through Public Law 89-725.

9. Parcels weighing up to 5 pounds and measuring 60 inches or less in combined length and girth addressed to individual service men and women overseas are transported by surface means to the port of debarkation for airlifting on a space-available basis if prepaid at the surface rate.

POST OFFICE DEPARTMENT'S GENERAL RELEASE No. 163

NOVEMBER 30, 1966.

The airlift of mail to Vietnam was expanded last week to accommodate 1.5 million pounds of Christmas mail, the Post Office Department reported today.

Postal officials reminded mailers that the December 10 deadline for airmail to all servicemen overseas was fast approaching.

Mail posted at surface rates—including certain sound recordings, letters, cards and small packages weighing 5 pounds or less should be in the mail within the next 5 days for pre-Christmas delivery. This surface rate mail is airlifted on a space-available basis.

Last week's airlift mail traveled via 21 regular commercial flights, 10 extra cargo flights, and 10 special military flights for a total of 41 flights, or twice the normal movement.

In addition to the airlift, approximately 750,000 pounds of mail left for Vietnam by ship last week, in time for Christmas delivery. The total of 2.3 million pounds of mail sent to Vietnam for the November 21-27 period was the heaviest since the Christmas rush began—up a half million pounds from the 1.8 million total of the week before.

Although volume continues to climb, the processing of mail through the San Francisco and Seattle post offices, the two ports of embarkation, has been smooth and current according to postal officials.

However, incomplete addresses on mail for servicemen at oversea posts will delay delivery of at least 300,000 pieces of mail this month at San Francisco alone. Many mailers are leaving off the five-digit APO or FPO numbers and unit identification, officials said. This can delay mail up to 3 days while individual look-ups are required by clerks to determine the final destinations.

Former one-, two-, or three-digit APO and FPO numbers were changed to 5 digits in January 1965. Persons wishing to know the new numbers can contact their post offices or look on the return addresses from their military correspondents.

Instructions to implement Public Law 89-725 issued on November 4, 1966, by the Chief, U.S. Air Force Postal and Courier Service, are as follows:

1. Public Law 89-725 was signed by the President on November 2, 1966. It extends the free mailing privileges under Public Law 89-315 to include sound recorded communications having the character of personal correspondence. Free mail will now be airlifted to CONUS (continental United States), on a space-available basis and will be given air service from CONUS gateways to domestic destinations.

2. The law provides for space-available airlift worldwide (except (d) and (e) below) of the following categories of mail matter when mailed at or addressed to any Armed Forces post office:

- (a) First-class letter mail (including post cards and postal cards).

- (b) Sound-recorded communications having the character of personal correspondence.

- (c) Parcels of any class, not exceeding 5 pounds in weight and 60 inches in length and girth combined.

- (d) Second-class publications, published once each week or more frequently and featuring principally current news of interest to members of the Armed Forces and the general public which are authorized to be mailed at or addressed to any Armed Forces post office in a designated combat area. This does not include periodicals posted at foreign host government post offices and turned over to U.S. military post offices.

- (e) Parcels of any class, up to the maximum weight and size limitation, which are mailed at or addressed to any Armed Forces post office when moving over segments where adequate surface transportation is not available. This means that surface mail which has moved as MOM in the past on U.S. commercial air carriers can now move as SAM over these same routes.

3. This law also provides that the rate of postage applicable to air parcel post transported directly between (1) Hawaii, Alaska, or the territories and possessions of the United States

in the Pacific area, and (2) an Armed Forces post office served by the postmaster at San Francisco, Calif., or Seattle, Wash., shall be the rate which would be applicable if the parcel were in fact mailed from or delivered to that city, as the case may be.

4. Mail authorized airlift under this law will be referred to as space-available mail (SAM).

5. The following instructions apply to acceptance, makeup, equipment, manifesting, and dispatch of SAM:

a. Clerks accepting parcels, not exceeding 5 pounds in weight and 60 inches in length and girth combined, will clearly endorse such parcels "SAM." The SAM endorsement will be placed on the parcel in the same manner as "airmail" is marked on air parcel post. Rubber stamps reading "SAM" will be made available by POD through postal finance and supply officers. Pending receipt of these stamps, such endorsement will be hand printed in bold block letters.

b. SAM will be made up and labeled as follows:

(1) Free and first-class letters and sound recordings from the combat area will be made up and pouched together. Pouches will be labeled MSM to the serving CONUS gateway as presently prescribed for airmail.

(2) First-class letter mail and sound recordings from all other APO's will be made up and labeled as presently prescribed for FCM and dispatched to the serving CONUS gateway.

(3) SAM parcels from all APO's will be made up and labeled to the serving gateway as presently prescribed for air parcel post. POD label 81, "Supposed Liable to Customs," will be attached. Second-class publications from a combat area may be combined with SAM parcels.

c. Equipment: The Post Office Department has provided lightweight red pouches (for letter mail and sound recordings) and sacks (for 5-pound parcels, newspapers, and magazines) for the dispatch of SAM. When red equipment is not available, use canvas pouches or sacks as appropriate and attach a flytag marked "SAM" to the pouch or sack. Similarly, when MOM is dispatched in canvas equipment, attach a flytag marked "MOM" to the pouch or sack.

d. Manifest SAM or POD form 2942-O(AV-7). Either the interleaf carbon set or ditto master may be used. The words "Military Ordinary Mail" will be lined out on all copies and the words "Space-Available Mail" will be typed in block letters in the center of the first two lines of the body of the AV-7. The number of pieces and weights will be listed under the LC columns. A diagonal line will be drawn following the last entry on the form and the words "Space-Available Mail" will be printed or hand stamped along such line.

6. Commence dispatching SAM immediately on scheduled U.S. commercial air carriers. The following interim instructions apply to the movement precedence and distribution of SAM among competing carriers:

a. Movement precedence: SAM moves at the discretion of the carrier; i.e., after all other revenue traffic is aboard. Dispatching activities will retain possession until the carrier advises that space is available. Reasonable backlogs are acceptable, move oldest mail first. When backlog exceeds the equivalent of an average 5-day generation, offer all or any portion for unprogrammed MAC or command airlift to destination. Notify departmental headquarters immediately of the backlog stating capability of available military airlift to move the backlog plus commercial air carriers' forecast of their ability to avoid such backlogs in the immediate future.

b. Distribution among competing carriers: Divide SAM equally between U.S. carriers on a daily basis insofar as practicable. Do not withhold from a flight with available space unless the later departing competing flight can guarantee space to accommodate its share of the daily total. Make day to day adjustments if possible to provide an equal monthly division.

7. Report SAM dispatches on DD form 878 on the same line as airmail and MOM via the same carrier. Show the weight for each destination in column 7 (personal first class and parcel post) and annotate the entry by adding the abbreviation SAM in parentheses (e.g., 15439 (SAM)).

8. Continue to process and dispatch airmail, MOM, and surface mail under existing directives.

Instructions to implement Public Law 89-725 were issued by the Post Office Department on November 7, 1966, in Postal Bulletin 20560 which reads as follows:

MILITARY MAIL SERVICE

Public Law 89-725, Approved November 2, 1966

All Post Offices

Mail Service To and From Overseas Military Post Offices—Airlift Service Extended to All Overseas Areas

Public Law 89-725 approved November 2, 1966 prescribes that airlift service on a space available basis shall be provided between all overseas military post offices outside the 48 contiguous States, and between any of those military post offices and the point of embarkation or debarkation within the 50 States of the following categories of mail matter:

1. First-class letter mail, including postal and post cards.
2. Sound-recorded communications having the character of personal correspondence.
3. Parcels of any class not exceeding 5 pounds in weight and not exceeding sixty inches in length and girth combined.

Sound-recorded communications described in item 2 must be marked by the mailer on the address side *Sound Recorded Personal Correspondence* to assure airlift service.

Accepting employees must mark parcels within the limitations of item 3 above with the letters *SAM* directly above the address. The mark must be prominent and should be approximately 1 inch high. Pending procurement and distribution of rubber stamps for this purpose employees should use crayon or colored pencil for this mark. An initial distribution of the rubber stamps will be made to all post offices without requisition as soon as possible.

Airlift Service for Certain Publications To and From Vietnam

Public Law 89-725 also provides that airlift service on a space available basis shall be furnished to and from military post offices in Vietnam and contiguous waters for second-class publications published once each week or more frequently and featuring principally current news of interest to members of the Armed Forces and the general public.

Application of Air Parcel Post Rates

Air parcel post articles subject to zone rates of postage transported directly between (1) Hawaii, Alaska, or the territories and possessions of the United States in the Pacific area, and (2) any Army, Air Force, or fleet post office served by the postmasters at San Francisco, California and Seattle, Washington shall be charged the

rate which would be applicable if the parcel were in fact mailed from or delivered to that city, as the case may be.

—Bureau of Operations, 11-7-66.

All Post Offices

Free Mail Privilege for Members of the Armed Forces in Vietnam Extended to Sound-Recorded Messages

Sound-recorded communications having the character of personal correspondence may now be mailed free of postage by members of the Armed Forces in Vietnam and contiguous waters, including any member hospitalized because of disease or injury incurred as a result of military service or operations in Vietnam and contiguous waters. This privilege is provided for by Public Law 89-725 approved November 2, 1966 and is in addition to the privilege of mailing letters and post cards free of postage.

The outer wrapper or container shall bear in the handwriting of the sender the word *Free* and in the upper left corner of the address side the name of the sender, his service number, grade and complete military address. Section 131.521, Postal Manual, is being amended accordingly.

—Bureau of Operations, 11-7-66.

All Post Offices

Poster Regarding Airlift to Servicemen

The poster published in the *POSTAL BULLETIN* of September 29, 1966 is obsolete. Up to date information relating to extension of the airlift service for servicemen is given in this *BULLETIN*. Postmasters are requested to remove the obsolete poster and place the up to date information at receiving windows for information of the public.

—Bureau of Operations, 11-7-66.

All Post Offices

Military Parcel Post Mail Sacking Requirements

This refers to the instructions issued separately in this *POSTAL BULLETIN* entitled "Mail Service to and from Overseas Military Post Offices".

When volume warrants, offices of origin and sectional centers shall sack separately those parcels not exceeding 5 pounds in weight and not exceeding 60 inches length and girth combined for New York and San Francisco APOs and FPOs. The labels of such sacks will be endorsed *SAM* to permit ready recognition at New York and San Francisco.

These instructions do not apply to air mail parcel post.

—Bureau of Operations, 11-7-66.

MILITARY MAIL SERVICE

Public Law 89-725, Approved November 2, 1966

any such mail is to be sent by the military mail service.

Mail Service To and From Overseas Military Post Offices--Military Service Extended to All Overseas Areas

The Mail Service for Members of the Armed Forces in Vietnam Extended to Foreign Areas in Southeast Asia

Section 101 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

Section 102 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

Section 103 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

Section 104 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

Section 105 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

Section 106 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

Section 107 of the Act provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels. The Act also provides that the military mail service shall be extended to all overseas areas in Southeast Asia, including Vietnam, Laos, Cambodia, and Thailand. This extension applies to all members of the Armed Forces of the United States who are serving in these areas. The service includes the mailing of letters, postcards, and small parcels.

U.S. MILITARY POSTAL OPERATIONS IN VIETNAM AND THAILAND

General briefings were given of the commandwide postal mission responsibilities, organizations, and functions in Saigon, Tan Son Nhut, Cam Ranh Bay, and in Thailand. A summary of these briefings is set forth below:

Vietnam Postal Operations

MISSION AND RESPONSIBILITIES

Mission.—The mission of the U.S. military postal system in Vietnam is to provide complete postal service to members of the U.S. Armed Forces and to other authorized persons within the Republic of Vietnam.

Responsibilities.—The U.S. Air Force originally bore sole responsibility for the postal operations in Vietnam. As the Army presence expanded from an advisory effort to a full-scale troop commitment, a shift was made from a single manager to a predominate user concept in March 1966. Under this concept each service provides postal support in areas where it has the majority of forces. By mutual agreement, the Air Force retained responsibility for operating those activities which were of mutual benefit to all services. These activities include an area postal directory, three aerial mail terminals, and the APO serving the Saigon-Cholon area.

ORGANIZATION

The military departments require that each joint component and subordinate command appoint a staff postal officer or director of postal operations. Staff postal officers are located at Headquarters, MACV, 7th Air Force, U.S. Army Vietnam (USARV), Naval Forces Vietnam (NAVFORV) and the 3d Marine Amphibious Force (III MAF). These staff postal officers provide management supervision and technical guidance to all postal activities in their respective commands.

Operating elements.—The postal elements which actually operate the system are organized by each service to fit its own unique requirements.

For example, within U.S. Army Vietnam, APO's are organic to each division and separate brigade. Nondivisional support units and other organizations receive service on an area basis from APO's operated by Army postal units. These various postal elements operate 14 operational APO's and 20 mail-address-only APO's. The operational APO's provide retail postal service through 83 postal finance units (branch post offices).

Pacific Air Force provides postal service through air postal squadrons which blanket an entire command. The 9th Air Postal Squadron (PACAF) is delegated this responsibility in Vietnam. It operates

14 ARMED FORCES POSTAL SYSTEMS—VIETNAM AND THAILAND

air post offices on airbases in addition to the previously mentioned area postal directory and aerial mail terminals. Presently, the 9th Air Postal Squadron operates 11 operational APO's, 8 mail-address-only APO's, and 53 postal financial units. Aerial port squadron units are not postal activities per se; however, they move mail via the south-east Asia airlift system, so they are an integral part of the mail distribution system within Vietnam.

FUNCTIONS

General.—Although the component postal elements differ in organization, they all perform three common functions: (1) Receipt and dispatch of mail, (2) postal financial services, and (3) postal locator and directory services.

MAIL-HANDLING OPERATIONS

Incoming airmail.—Incoming airmail is processed as follows:

(a) The commercial carrier delivers incoming mail to the aerial mail terminal at Saigon.

(b) The aerial mail terminal segregates mail in bulk by APO number, delivers mail for local APO's to APO personnel, and delivers mail for outlying APO's to the aerial ports for airlift to final destination.

(c) The APO's segregate mail by unit and surrender it to the unit mail clerks who make appropriate delivery to the addressees.

Incoming surface mail.—The San Francisco postal concentration center dispatches all surface mail for Vietnam to surface ports in Saigon, Cam Ranh Bay, and Da Nang. These ports deliver surface mail to aerial mail terminals for onward movement. Once surface mail is in military postal channels it follows the same flow as airmail.

Outgoing mail.—Outgoing surface mail and airmail follow a reciprocal course to incoming mail.

Navy mail.—Naval and Marine activities ashore receive their mail through Army and Air Force postal activities.

Seventh Fleet ships operating off the Vietnamese coast receive their mail from Subic Bay, Philippines. Navy aircraft fly mail destined for 7th Fleet ships from Subic Bay to a fleet aircraft carrier. The carrier transfers mail for the fleet to a replenishment craft whereby deliveries are made to ships in the area.

Postal financial service.—Postal financial operations include money order sales and redemption, stamp sales, parcel post service and registry, insured and certified mail services. U.S. postal money orders are especially important here. Along with allotments, they serve as a primary means for transmitting funds. Moreover, many servicemen use postal money orders as "hip pocket banks." During October 1966, military postal activities in Vietnam sold over \$19 million worth of money orders. The increase in money order sales since September 1965 is considerable. This, of course, roughly parallels the troop expansion which started in August 1965. Since September 1965, U.S. military troop strength has more than doubled. Stamp sales during the same period increased from \$100,000 to \$390,000.

Directory and locator service.—Mail, undeliverable as addressed, presents a challenge in any postal system. The relatively static

locations of civilian post offices grouped conveniently with population trends lessens the impact of delivery. But military addressees present a unique challenge. Such influencing factors as rapid and abrupt troop movements, widely dispersed commands, units with similar designations, and simple human error, tax the resourcefulness of every person involved in postal operations. To minimize the effects of these various influencing factors, each man is required to prepare locator cards when he arrives in, transfers within, or leaves South Vietnam proper. He submits these cards as follows:

- (a) One card to the old unit of address.
- (b) One card to the new unit of address.
- (c) One card to the serving APO.
- (d) One card to the area postal directory.

Each person is encouraged to send cards also to his correspondents and publishers.

When a letter cannot be delivered as addressed at unit level:

(a) The unit mail clerk checks the addressee's name against his locator file; if he has a forwarding address, he forwards the letter. If he has no record of the addressee, the unit mail clerk endorses the letter "no record" and returns it to the serving APO.

(b) The directory clerk at the serving APO checks the name against his file. If he has no record of the addressee, the APO directory clerk forwards the letter to the area postal directory.

(c) A locator clerk at the area postal directory checks the addressee's name against his file. If there is no record, the locator clerk places the letter in the hold case for 7 days. After 7 days, the locator file is checked again. This procedure is repeated until a forwarding address appears or 30 days elapse. If, at the end of 30 days, there is still no record of the addressee, the area postal directory returns the letter to sender.

PROBLEM AREAS

We do have an outstanding postal system in Vietnam. There are several problem areas which need further attention.

Adequate facilities in terms of space and security are scarce. Initially, mail was processed in every type of facility from the back seat of a jeep to a grass hut. Although the postal service must compete with many other critical activities for the facilities available, progress is being made. Every day, new facilities are being completed and existing ones improved and expanded.

In-country airlift is another problem. Availability of aircraft and rigid schedules for mail movement are dependent on the tactical situation. Mail priorities are on a par with beans and bullets, but there are times when the tactical situation creates aircraft diversions. These diversions sometimes cause temporary backlogs. Mail on hand is constantly being monitored at aerial port terminals to detect significant stoppages. When it appears that backlogs may develop, action is taken immediately to obtain additional airlift, or affected units are notified of any unavoidable delay. Delays do not normally exceed 3 days. In addition, new ways constantly are being sought to eliminate potential problems which may cause backlogs. For example, the new mail channels into Da Nang and Cam Ranh Bay

will reduce the possibilities for backlog and delay by eliminating a step in the mail distribution cycle.

Operation Pine Tree is the code name assigned to the Christmas mailing season. This was the greatest challenge facing the postal service in November 1966. The chart on page 5 graphically depicts the magnitude of the anticipated workload during this period. To meet the challenge, the following steps were taken:

(1) Augmented postal activities with Christmas help, additional transportation, and temporary facilities.

(2) Programed additional in-country airlift.

(3) Inaugurated a publicity campaign to urge personnel to mail early, and insure that their correspondents use the proper address. These measures should result in an orderly and expeditious mail flow during the Christmas season.

(4) Prohibited mailings to "Any GI in Vietnam" and discouraged mass mailings of cookies.

APO 96243

APO 96243 is located in the Cofat Compound of Cholon, the Chinese section of Saigon, capital of the Republic of Vietnam. Its primary mission is to service all units and activities located in Saigon-Cholon and the adjacent areas. This includes the American Embassy and all other State Department activities, civilian contract organizations and all military forces. The approximate number of personnel served exceeds 20,000, without considering an enormous visiting and transit populace. To provide optimum service, widely dispersed money order and parcel post units have been constructed throughout the city. Present existing facilities are:

Parent—Cofat Compound, Cholon.

Unit No. 1—MACV 1 Compound, Saigon.

Unit No. 2—MACV 2 Compound, Saigon.

Unit No. 3—Koepler Compound, Saigon.

Unit No. 4—Saigon Contonement Area—Tent City "C"—Saigon.

Unit No. 5—International BEQ, Saigon.

Unit No. 6—St. George BEQ, Cholon.

Unit No. 7—Brinks BOQ, Saigon (projected opening date, December 1, 1966).

Each unit is fully operational and provides complete postal service. In addition specialized claims service and free wrapping materials are provided to accommodate patrons. During this Christmas mailing season (October 31, 1966, to January 31, 1967) operating hours have been extended. At least two units are open daily until 2100 hours.

Four main subdivisions of the APO function as follows:

The finance section, which sells money orders at the rate of over \$1,500,000 monthly. Fifteen money order windows are open during payday periods. Money order business exceeds \$350,000 on payday alone.

The parcel post section which sells over \$38,000 in postage each month. During this Christmas season, postage sales have more than doubled.

The registry section processes more than 13,500 pieces of registered mail monthly.

The receipt and dispatch section, which processes mail for 174 units, averages a monthly 1,300,000 pounds of mail. In addition, the receipt and dispatch section provides "Drop Box" pickup service at 27 locations throughout the city. Receipt and dispatch functions 24 hours daily.

Present manning for APO 96243 consists of 46 Air Force personnel. This includes 1 postal officer, 10 noncommissioned officers, and 35 airmen.

DA NANG AIRMAIL TERMINAL, DETACHMENT No. 5, 9TH AIR POSTAL SQUADRON, APO 96337

Detachment No. 5, 9th Air Postal Squadron, APO 96337, has an authorized strength of 107 enlisted personnel and 2 officers. The detachment operates five operating locations in the northern third of Vietnam. At present this detachment services some 109 units and is still growing. In whatever diverse area or climate, the personnel on duty with this detachment are there to serve them.

Headquarters for Detachment No. 5, 9th Air Postal Squadron is located in the airmail terminal at Da Nang Airbase. This detachment is divided into various operations, each serving a large geographical area. Detachment 5 is under the 9th Air Postal Squadron, APO 96243, located in Saigon, Vietnam, which in turn is responsible for Vietnam and Thailand.

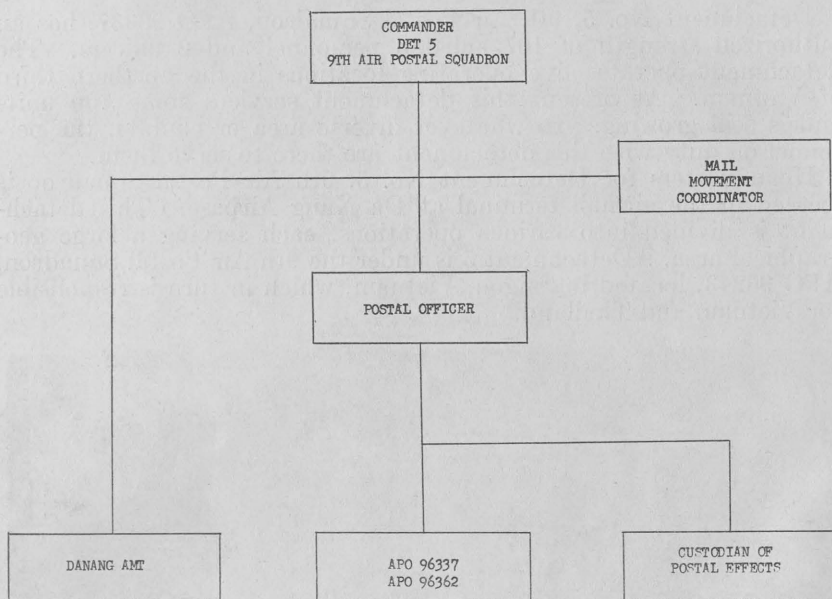


Representative Thaddeus J. Dulski, chairman, Subcommittee on Postal Operations, U.S. House of Representatives, is shown (second from left) with personnel of Da Nang airmail terminal

MISSION

To provide expeditious, regular, and secure movement and processing of all U.S. mails for all U.S. Armed Forces personnel and units located in the northern third of the Republic of Vietnam including U.S. naval vessels at sea and offshore. To provide receipt and delivery processing of incoming surface transported U.S. mails for all U.S. Armed Forces in the northern half of the Republic. To provide receipt, breakdown, dispatch functions, and mail pickup service for all U.S. military units in the Da Nang enclave.

ORGANIZATION CHART



OPERATIONS

General.—Incoming airmail and official mail arrives from Saigon to Da Nang Airbase through the 15th Aerial Port Squadron. Surface mail is received from the Da Nang bridge pier and is transported to Da Nang aerial mail terminal by truck. Surface mail is received in Conex containers and household vans. The mail is then broken down by APO's and shipped to destination by sea and air transportation. Mail destined for the continental United States is manifested and dispatched through the 15th Aerial Port Squadron.

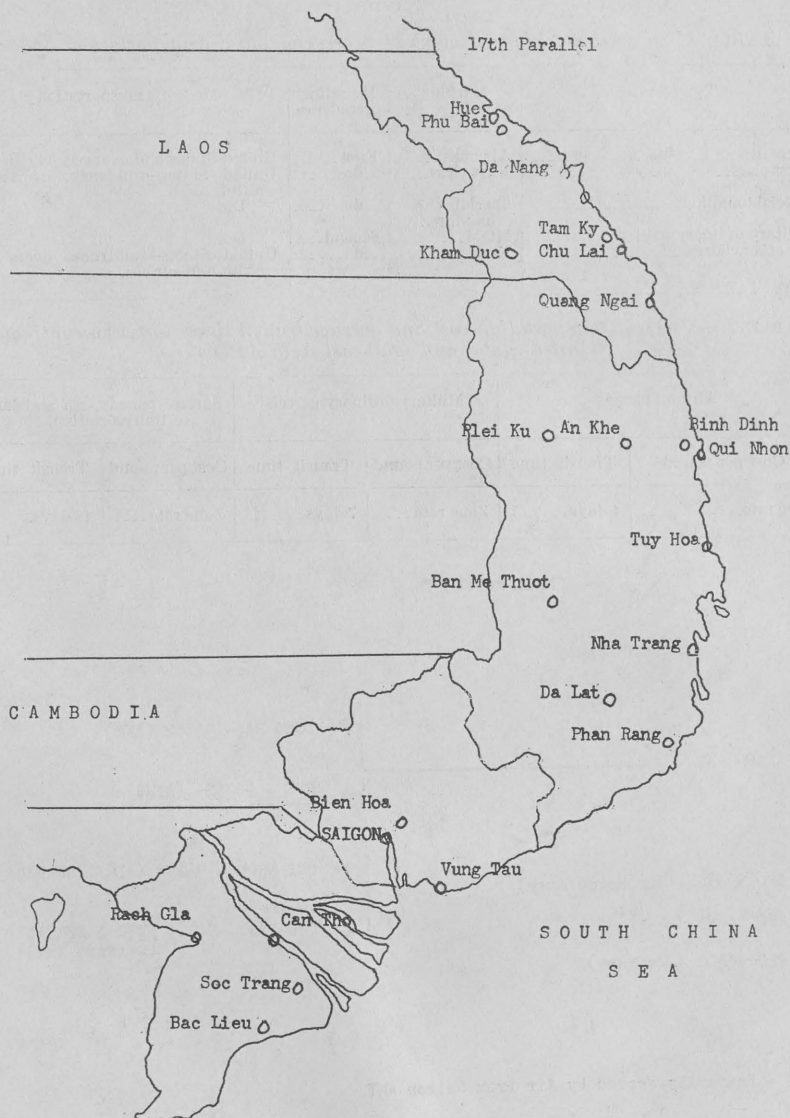
Weapons system pouches.—Weapons system pouches are delivered to the using activity within 100 hours of departure from the United States.

First-class mail.—Airmail, including air parcel post, is always given priority in processing, dispatching, and transportation. Other mailings that contain first-class matter receive precedence over second-, third-, and fourth-class mail. It is endorsed "first class." (Post cards and letter-size sealed envelopes automatically receive first-class service. They do not require special marking, except "airmail,"

when airmail service is desired.) Also, mail marked "registered," "certified," "special delivery," or "special handling," is given first-class service.

Special handling.—Parcels marked "special handling" receive first-class precedence in processing and transportation in the U.S. domestic postal system. Transit time is better than for fourth-class mail; postage and handling fees are less than the first-class rate. Special handling parcels are airlifted at the same rate as military ordinary mail to, from, and between overseas areas.

AREA OF OPERATION



Military ordinary mail.—MOM is official APO parcel mail which must have faster than sealift transportation service to, from, and between oversea points, but does not require premium airmail service. MOM is transported by surface means between CONUS and aerial gateways (principally the New York, San Francisco, and Seattle Airport mail facilities) as third- or fourth-class mail. Between these gateways and oversea areas, and within areas, it is moved by commercial airlift at about one-half the airmail rate, and with the same precedence as commercial air cargo.

PRECEDENCE, COSTS, AND TRANSIT TIMES FOR THE DIFFERENT TYPES OF PARCEL SERVICE

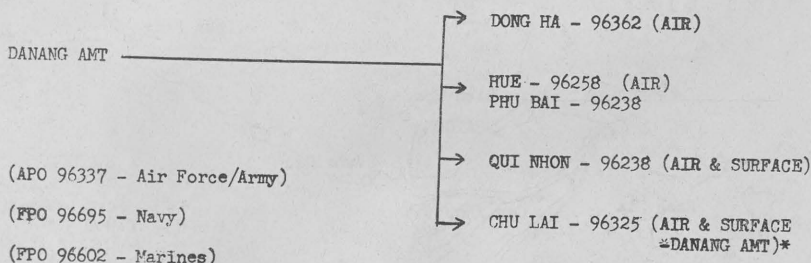
TABLE 1.—*Parcel markings, movement precedence, and transportation modes*

Type service	Marking	Handling precedence	Mode of transportation
Airmail.....	Airmail.....	First.....	United States and overseas—airlift.
First class.....	First class.....	do.....	United States—rail-truck; overseas—airlift.
Special handling.....	Special handling.....	do.....	Do.
Military ordinary mail.....	MOM.....	Second.....	Do.
All other classes.....	None.....	do.....	United States—rail-truck; overseas—airlift and surface.

TABLE 2.—*Oversea transportation cost and average transit times (between continental United States and southeast Asia APO's)*

Airmail parcels		Military ordinary parcels		Surface parcels (sea and land transportation)	
Cost per pound	Transit time	Cost per pound	Transit time	Cost per pound	Transit time
Zone rate.....	4 days.....	Zone rate.....	7 days.....	Zone rate.....	40 days.

MAIL MOVEMENT



* - Primarily served by Air from Saigon AMT

CAM RANH BAY

DETACHMENT NO. 21, 9TH AIR POSTAL SQUADRON

Mission

To provide complete postal service (mail receipt and dispatch, money order, parcel post, and accountable mail services) and to perform APO directory service.

Air postal office

The air postal office has basically two functions which are: financial and receipt and dispatch.

The finance section consists of money orders, parcel post, and registered mail. The money order section consists of five separate money order windows which operate for the first 3 days of the payday period. The remainder of the month, three money order windows operate, decreasing to only one during the slack period.

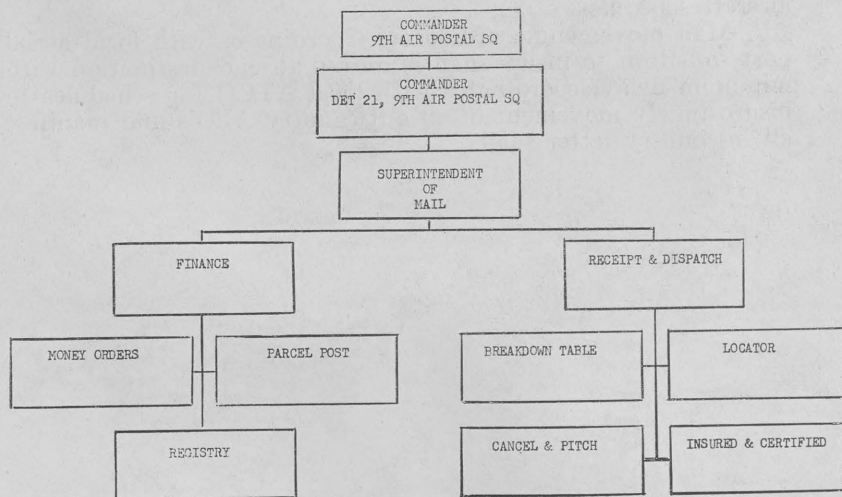
The money order section averages a sale of \$800,000 per month with a peak sale of \$210,000 on payday.

The parcel post section handles 50,000 pounds of mail a month and the registry section handles 1,098 pieces of mail per month.

The receipt and dispatch section receives all mail for Cam Ranh Bay Airbase and distributes it to the unit mailrooms. They handle an average of 64,500 pounds per month.

The receipt and dispatch section receives all outgoing mail from the unit mailrooms and various dropboxes on base. They handle an average of 42,000 pounds per month.

With the Christmas season rapidly approaching, the APO has accelerated its services. The original two parcel post windows were expanded to three. Their operating hours were increased 2 hours per day. Incoming mail is now dispatched to the unit mailrooms 24 hours a day. These measures will prevent any backlog occurring for both incoming and outgoing mail.



ORGANIZATION CHART

During the Christmas season it is anticipated that the amount of mail handled will approximately double. Cam Ranh Bay AFB has furnished 14 augmentees, which is an adequate amount of personnel to handle this anticipated increase in mail.

Operations

Amount of mail received and dispatched

	April- June	July- September	Oct. 1- Nov. 21
Pounds of mail received.....	201, 581	187, 877	178, 600
Pounds of mail dispatched.....	105, 251	153, 519	125, 140

Airmail terminal

The airmail terminal performs three basic functions. It receives all the mail for the II Corps area. It breaks it down according to APO's and dispatches it. It is broken down into the following sections:

a. Administration section: Performs all the general administrative duties, prepares all manifests and all reports required.

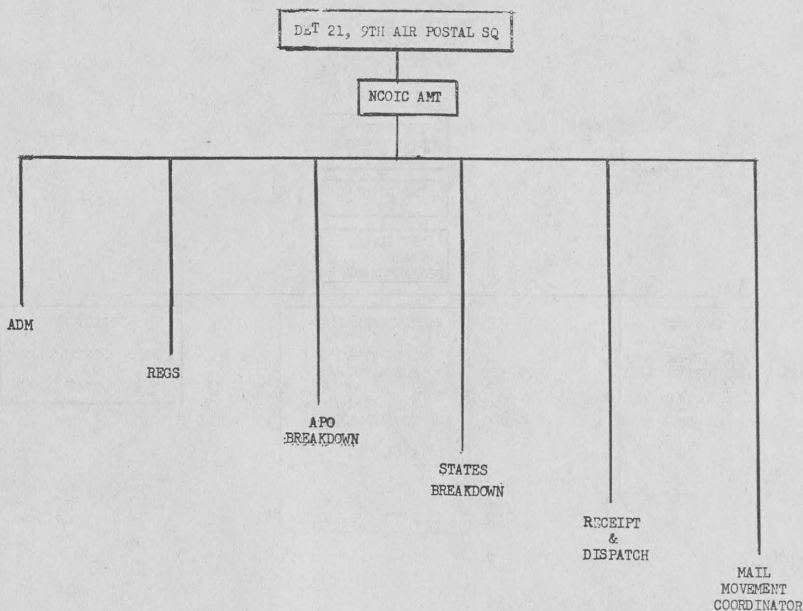
b. Registry section: Receives and dispatches all registered mail, coordinates to insure timely dispatch, and maintains an unbroken chain of receipts for each action.

c. APO breakdown section: Receives all mixed pouches for in- and out-country APO's and dispatches to appropriate APO's.

d. States breakdown: Receives all mixed States letter mail, film, tape recordings and flats, makes city and State direct ties and dispatches.

e. Receipt and dispatch section: Receives all mail except registered mail coming to the AMT, separates mail for APO's and/or out-country destinations, and dispatches as appropriate. Insures all dispatches are made in sufficient time to meet all aircraft schedules.

f. Mail movement coordinator: Coordinates with local aerial port squadron to insure mail is moved to end destination with minimum delay, coordinates with local ATCO for schedules to insure timely movement of all out-country APO's and manifest all in-country letter mail.



Projected incoming mail in pounds for Cam Ranh Bay airmail terminal^{1 2}

	November	December	January
96499 (Kontum).....	700	1,700	800
96295, 96262, 96278, 96355, and 96318 (Pleiku).....	10,000	20,000	9,000
96297 (Ban Me Thout).....	500	1,250	600
96490 and 96294 (An Khe).....	10,000	20,000	8,000
96368 (Phu Cat).....	1,000	4,000	3,500
96238 (Qui Nhon).....	9,500	18,750	10,000
96316 and 96265 (Tuy Hoa).....	4,500	10,000	8,000
96240 and 96350.....	13,000	25,000	15,000
96321 and 96347 (Phan Rang).....	8,500	20,000	10,000
96312 and 96326.....	20,500	36,000	20,000
96204 (Dalat).....			
Incoming from CONUS.....	78,200	156,700	84,900
Local pickup ³	20,000	36,000	20,000
Daily airlift required ⁴	58,200	120,700	64,900

¹ All projections are based on present troop strength at these APO's.

² Cam Ranh Bay airmail terminal will serve 20 APO's.

³ Local pickup will be made by 96312 and 96326.

⁴ These figures refer only to the airlift required for dispatch of mail from Cam Ranh Bay airmail terminal to the locations indicated. Mail dispatched from these APO's to the Cam Ranh Bay airmail terminal, for redispach to CONUS, San Francisco, and New York APO's is generally about 55 percent of the inbound volume.

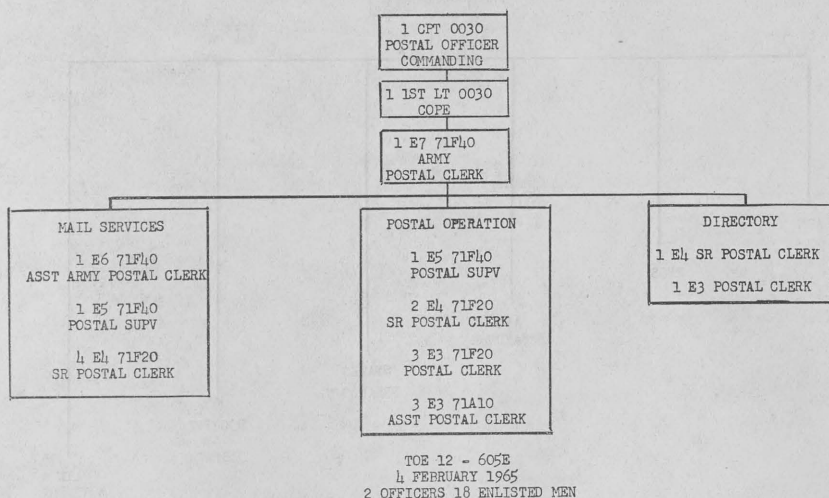
575TH ARMY POSTAL UNIT

Mission

To provide complete postal service (mail distribution and dispatch, money order, postage stamp, and accountable mail services) and to perform APO directory services for individuals, organizations, and activities which the unit serves.

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ORGANIZATION CHART
575TH ARMY POSTAL UNIT
TYPE W
APO 96312



Organization

The 575th Army Postal Unit is a type W unit, organized by table of organization and equipment to serve approximately 14,000 men, and augmented with additional personnel to serve up to 25,000 men. Strength:

	Officers	Warrant officers	Enlisted men	Total
Authorized	2	0	18	20
Assigned	2	0	33	35
Attached	0	0	32	32

¹ Attached personnel for Christmas mail period Oct. 1, 1966, to Jan. 31, 1967.

Services:

- (a) Main APO:
 - (1) Located west of Army air strip, Cam Ranh Bay.
 - (2) Receipt and dispatch of mail and directory service only.
- (b) Branch No. 1:
 - (1) Located in main cantonment area north of USO.
 - (2) Postal financial services provided.
- (c) Branch No. 2:
 - (1) Located in 22d Replacement Battalion area.
 - (2) Postal financial services, receipt and dispatch of mail.
 - (3) Readiness date: December 1, 1966.
- (d) Branch No. 3:
 - (1) Located in new cantonment area.
 - (2) Postal financial services only.
 - (3) Readiness date: February 1967.
- (e) Branch No. 4:
 - (1) Located on the USNS *Corpus Christie Bay*, serves the 1st Transportation Battalion.
 - (2) Postal financial services only.
- (f) Branch No. 5:
 - (1) Located at the 6th Convalescent Center.
 - (2) Postal financial services only.
 - (3) Operates Tuesday, Thursday, and Saturday from 0830 to 1100 hours.
- (g) Branch No. 6:
 - (1) Located at the 10th Aviation Battalion.
 - (2) Postal financial services only.
 - (3) Operates Tuesday, Wednesday, and Saturday from 1300 to 1600 hours.

Operations

The 575th Army Postal Unit commenced operation on March 21, 1966, at APO 96312.

Amount of mail received and dispatched, and money orders and stamps sold

	Mar. 21-31	April-June	July-September	Oct. 1-Nov. 16
Number of money orders issued.....	2,902	35,013	36,350	28,163
Dollar amount of money orders sold.....	\$229,092.58	\$1,955,632.33	\$2,096,767.05	\$1,656,662.48
Value of fees.....	\$1,920.45	\$12,542.73	\$13,042.15	\$9,946.51
Number of money orders paid.....	253	1,459	1,327	881
Value of money orders paid.....	\$14,716.42	\$85,707.93	\$78,999.01	\$49,030.57
Value of stamp and meter sales.....	\$5,169.87	\$66,914.51	\$71,142.68	\$49,039.32
Pounds of mail received.....	80,236	326,471	795,466	421,545
Pounds of mail dispatched.....	26,993	173,242	269,353	153,415

Thailand Postal Operations

Prime responsibility for the postal mission in Thailand rests with the eight detachments of the 9th Air Postal Squadron located within the country. Detachment 3 (Bangkok) has been designated as the headquarters for Air Force postal operations in-country.

The U.S. Army in Thailand is responsible for operation of two APO's in-country. They are located at Camp Friendship and at

Camp Viyama. Both APO's are served by the Bangkok aerial mail terminal (USAF).

The Bangkok aerial mail terminal is the hub of the postal operation. This aerial mail terminal processes all incoming and outgoing mail for units and personnel assigned throughout Thailand, Laos, and Burma. The aerial mail terminal serves the following: Eight Air Force APO's and two Army APO's; and eight mail-address-only APO's (96306 in Rangoon and 96352 in Vientiane included).

The Bangkok aerial mail terminal processes a total of 5½ million pounds of mail each quarter. This mail is received from and dispatched to the United States as follows:

a. Airmail.—All airmail letters and air parcel post items are moved by Pan American 7 days a week. Normal transit time between the continental United States and Thailand varies from 3 to 4 days.

b. Surface.—All surface mail destined for Thailand from the United States arrives aboard vessels at the port of Bangkok for subsequent processing by the aerial mail terminal. All outgoing surface mail is massed on the Bangkok aerial mail terminal. The aerial mail terminal, in turn, moves this mail by command airlift to Okinawa where it is placed in Conexes for sea transportation to the United States. Normal transit time for surface mail moved in both directions varies from 4 to 6 weeks.

Movement of both airmail and surface items between the Bangkok aerial mail terminal and up-country APO's is accomplished by use of C-130 aircraft assigned to the 315th Air Division. In addition, maximum use is made of base flight aircraft and Army aviation unscheduled flights. Major bases in Thailand receive mail on a daily basis; smaller sites receive mail whenever aircraft are destined for those areas. The majority of the smaller sites receive mail at least twice a week. Up-country locations manifest outgoing mail direct to the Bangkok aerial mail terminal for processing and onward movement. The same aircraft as detailed above are used in moving up-country outgoing mail to the aerial mail terminal.

Two problem areas deserving of attention are as follows:

a. Need for Post Office Department equipment.—Many of our facilities need modern Post Office Department equipment to meet mission requirements. Primary need is for additional postage meters and meter mailing machines. Two postage meters are assigned to Thailand now. A total of eight such machines assigned would ease the present workload in parcel post sections and would enhance the quality of patron service.

b. Desirability of free mail.—The major complaint voiced by our Thailand patrons is that they are involved in the southeast Asia military situation, yet are not afforded free mail when counterparts in Vietnam do receive this privilege. This complaint is considered valid, particularly at our forward bases up-country. Granting of this privilege would have a greatly beneficial impact on troop morale.